

Palm and Hollister Apartments

(City of San Diego PRJ-0698277)

EVACUATION PLAN

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FIREWISE2000, LLC

March July 2024

PALM AND HOLLISTER APARTMENTS

City of San Diego

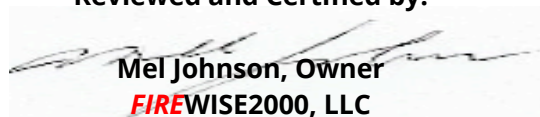


EVACUATION PLAN

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PALM AND HOLLISTER APARTMENTS EVACUATION PLAN

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION.....	1
II. EVACUATION PLANNING.....	1
III. PALM AND HOLLISTER APARTMENTS PROJECT.....	2
IV. EVACUATION ROAD NETWORK.....	14
V. PROJECT ANALYSIS.....	16
VI. SHELTER IN-PLACE PLANS.....	25
VII. EMERGENCY PREPAREDNESS.....	28
VIII. CONCLUSION.....	31
IX. REFERENCES.....	35
Figure 1. Project Location Map.....	4
Figure 2. Surrounding Land Uses / Development.....	5
Figure 3. Site Plan.....	6
Figure 4. Project Access.....	7
Figure 5. Fire Access Plan.....	9
Figure 6. Landscape Plan.....	10
Figure 7. Regional Very High Fire Hazard Severity Zone Map, CAL FIRE.....	12
Figure 8. Regional Very High Fire Hazard Severity Zone Map, City of SD.....	13
Figure 9. Primary and Secondary Evacuation Routes.....	15
Figure 10. Location of Other Projects.....	17
Figure 11. Location of Fire and Police Services.....	21
Figure 12. Shelter in Place Location Map.....	27
Table 1. Existing Roadway Estimated Hourly Vehicle Capacities.....	23
Table 2. Population and Evacuation Vehicle Estimates for the Project and Vicinity Land Uses.....	24
Table 3. Evacuation Routes and Scenarios 1 & 2.....	24
Table 4. Evacuation Time Calculations.....	25
Table 5. Calculations for Shelter-in Place.....	28
Attachment A Easement Agreement February 01, 2023	
Attachment B Easement Agreement February 16, 2023	

PALM AND HOLLISTER APARTMENTS

EVACUATION PLAN

I. INTRODUCTION

The Palm and Hollister Apartments Evacuation Plan (“Plan”) has been prepared for the Palm and Hollister Apartments project based on the City of San Diego’s City’s Emergency Operations Procedures (San Diego 2010), County of San Diego Emergency Operations Procedures (EOP), the Unified San Diego County Emergency Services Organization, and County of San Diego Operational Area Emergency Operations Plan (EOP) – Evacuation Annex, . This Evacuation Plan evaluates the potential affects that the Palm and Hollister Apartments project may have on people, structures, traffic, water supply, and adjacent property during a wildland fire or other emergency event, pursuant to the California Environmental Quality Act (CEQA). This Plan also addresses guidelines provided by Attorney General Rob Bonta: *Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act* (October 2022). Specifically:

- The capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.
- Assessment of the timing for evacuation.
- Identification of alternative plans for evacuation depending upon the location and dynamics of the emergency.
- Evaluation of the project’s impact on existing evacuation plans.
- Consideration of the adequacy of emergency access, including the project’s proximity to existing fire services and the capacity of existing services.
- Traffic modeling to quantify travel times under various likely scenarios.

The Plan also highlights project design features that promote fire safety and minimize exposure of people or structures to a significant risk of loss, injury or death during an emergency.

II. PLANNING

Wildfire evacuation orders or notifications are often triggered using established and predetermined model buffers that are based on topography, fuel, moisture content of the fuels, wind direction, and wind speeds. Evacuations are initiated by area when a wildfire reaches or crosses one of these pre-determined model buffers. Most people that die during a wildfire event do so when panicking and trying to escape on roads while in their cars. While the buildings and the surroundings can be designed with fire safety in mind, individuals may be impacted by blowing dust, smoke, and ash, especially those with respiratory conditions such as asthma. Evacuation may be required from the project based on other types of incidents that may occur such as highway, aircraft, and railroad emergencies.

Procedures, “evacuation activations”, conducted in an orderly organized fashion will result in the safe relocation of the people to an area free from wildfire impacts. When these locations occur offsite, they are referred to as “temporary shelter locations.” Evacuations can also be fluid. It is therefore important that people should evacuate only as directed by emergency personnel. The fire incident command, law enforcement, and City Emergency Management Department would likely jointly enact evacuations based on fire behavior.

Factors such as the numbers of individuals, lead time for evacuation, and potential for individuals’ will affect the evacuation activation. These emergency evacuation activations will require the approval of the authorities having jurisdiction.

PALM AND HOLLISTER APARTMENTS

EVACUATION PLAN

Jurisdictions within the State of California operate utilizing procedures developed under the guidelines of the State of California's Standardized Emergency Management System (SEMS). SEMS and the National Incident Management System (NIMS) provide further guidance for emergency evacuation during large scale events. Large-scale evacuations, such as during the 2003 Cedar Fire and 2007 Witch Fire, are events that require a high level of coordination of resources from multiple governmental agencies and private organizations.

This Evacuation Plan incorporates policies and procedures utilized throughout the City and County of San Diego Emergency Operations Area. The City's Emergency Operations Plan (EOP) follows basic protocols set forth in the County's Operation Area Emergency Operations Plan and the California Master Mutual Aid Agreement, which dictate which agency is responsible for an evacuation effort and how regional resources would be requested and coordinated.

In the event of an emergency, the City's Police and Fire-Rescue Departments have the primary responsibility for local emergency evacuations and to initiate the initial evacuation activity for the immediate area. Fire and police Incident Commanders will utilize guidance provided in the County of San Diego's Emergency Operations Center's Evacuation Annex, Annex A-Q (United San Diego County Emergency Services Organization and San Diego County, September 2022). Annex A-Q is found in the County of San Diego Operational Area (OA) Emergency Operations Plan and establishes a framework for implementing well-coordinated evacuations within the OA. Should a local, State or Federal Incident Management Team be requested to manage a large-scale incident within the City or County OA, the incoming team will work with the City's Emergency Operations Center (EOC), and California Office of Emergency Service (OES). The mission of CAL OES is to protect lives and property, build capabilities, and support our communities for a resilient California. [California Governor's Office of Emergency Services, www.caloes.ca.gov (accessed January 02, 2024).] When local resources have been exhausted, State and Federal resources can be requested through the State Office of Emergency Services, CAL OES.

San Diego Fire-Rescue Department (SDFRD) hired Citygate Associates, LLC in 2017 to conduct a comprehensive analysis of the department's ability to meet the response goals, known as the Standard of Coverage, which defines levels of service, staffing, deployment capabilities, and other critical requirements for career fire departments. (Citygate Associates, LLC. March 08, 2017.) Response includes the total response time for alarm answering, processing, and transfers to turnout time and overall response. These goals, established and adopted by the City of San Diego, set a standard of responding to emergency calls with a first due unit arriving within six minutes and 30 seconds. (CalFire. November 21, 2022.)

III. PALM AND HOLLISTER APARTMENTS PROJECT

Site Conditions and Setting

The Palm and Hollister Apartments project site is located at 555 Hollister Street (see Figure 1, *Project Location Map*). The project site is situated north of the Palm Avenue Trolley Station, south of the Otay Valley Regional Park (OVRP), and east of Hollister Street. The surrounding area consists of residential and commercial property to the south and west. Immediately east of the site are residential and commercial developments. North of the project, between the northern property line and the southern boundary of the Otay River, is an area within the OVRP used as a nursery, a recycling center, and a large commercial soils manufacturing and storage area. The Palm Avenue Trolley Station parking lot, mobile home park, and

PALM AND HOLLISTER APARTMENTS

EVACUATION PLAN

Ocean View Christian Academy sports field are to the south of the project site. To the west lies the San Diego & Arizona Eastern (SD&AE) Railroad line and the Metropolitan Transit System (MTS) trolley tracks and Hollister Street. (See Figure 2, *Surrounding Land Uses/Development*.) Approximately nine miles east of the project site is the Otay Open Space Preserve, maintained by the County of San Diego Parks Department, and the Otay Mountain Wilderness Area, a wilderness area managed by the Department of Interior, Bureau of Land Management preserving 18,500 acres under the protection of the Federal Wilderness Act. Less than one mile northeast of the project site is the Otay Valley Regional Park, a part of the Lower Otay River Watershed.

The site topography ranges from nearly level to a steep slope on the northern boundary leading to the Otay Valley Regional Park. The project site consists of disturbed land and developed area. (Alden Environmental Inc; March 22, 2023.)

Project Description

The Palm and Hollister Apartments project proposes development of multi-family housing proximate to the Palm Avenue Trolley Station. A total of 198 residential units, including eight affordable housing units, would be provided in 13 buildings. The unit mix would include one bedroom/one bath, two bedroom/two bath, and three bedroom/two bath units. Buildings would be one level, two levels and three levels with tuck-under garages and one-level units over carports. (See Figure 3, *Site Plan*.)

Outdoor amenities would be provided throughout the site. Amenities in the western portion of the project site associated with Building 1 would feature a pool, spa, fire pit, patio/barbecue areas, fitness center, co-working spaces, and a leasing office. An additional resident amenity area would be provided in the central portion of the project site in the courtyard of the largest building, Building 3, incorporated as an open courtyard. Situated to take advantage of views into the Otay Valley Regional Park located north of the project site, this courtyard amenity would feature a bar-b-que pavilion, fire table, turf area incorporating a nature playground, game courts, and sofa seating areas. An outdoor amenity space would also be provided in the northeastern area of the site, north of Building 5. Along the top northern slope, a pedestrian landscaped walkway would provide views of the River Valley and a continuous connection from the residential buildings to the project amenity areas. A total of 262 parking spaces would be provided as individual tuck-under garages, carports, and surface spaces.

Regional access to the site is provided by Interstate 5 (I-5), approximately one mile west of the project site. Local access to the site is via Palm Avenue. Vehicular access to the project would be from the south along the western portion of the project site via existing access easements through property owned by MTS (see Figure 4. *Project Access*). Pedestrian access to the Palm Avenue Trolley Station and Palm Avenue would also be provided within the access easement. Additionally, this off-site access provides access for the Palm Avenue MTS trolley parking lot.

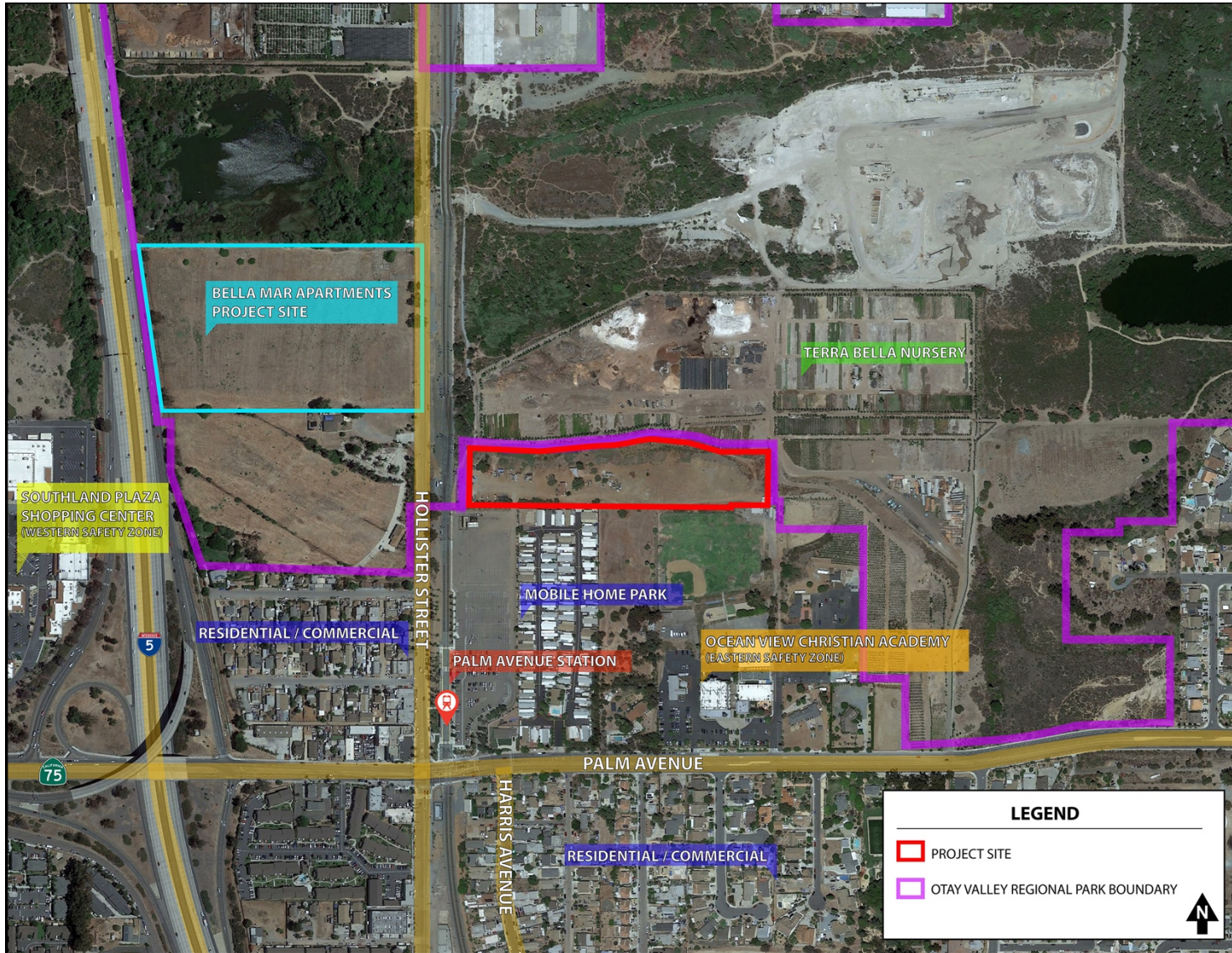
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Figure 1. *Project Location Map*



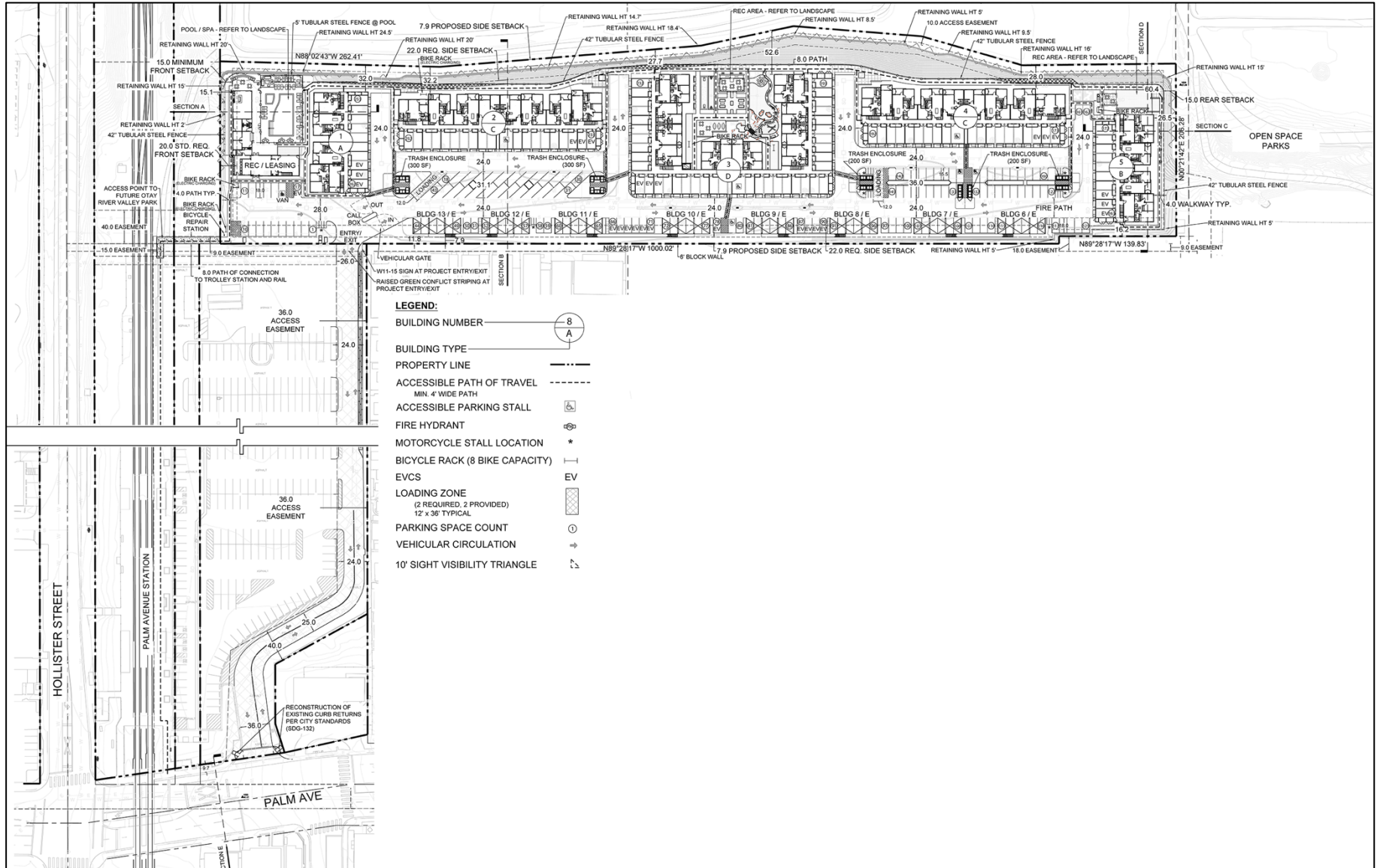
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Figure 2. Surrounding Land Uses/Development



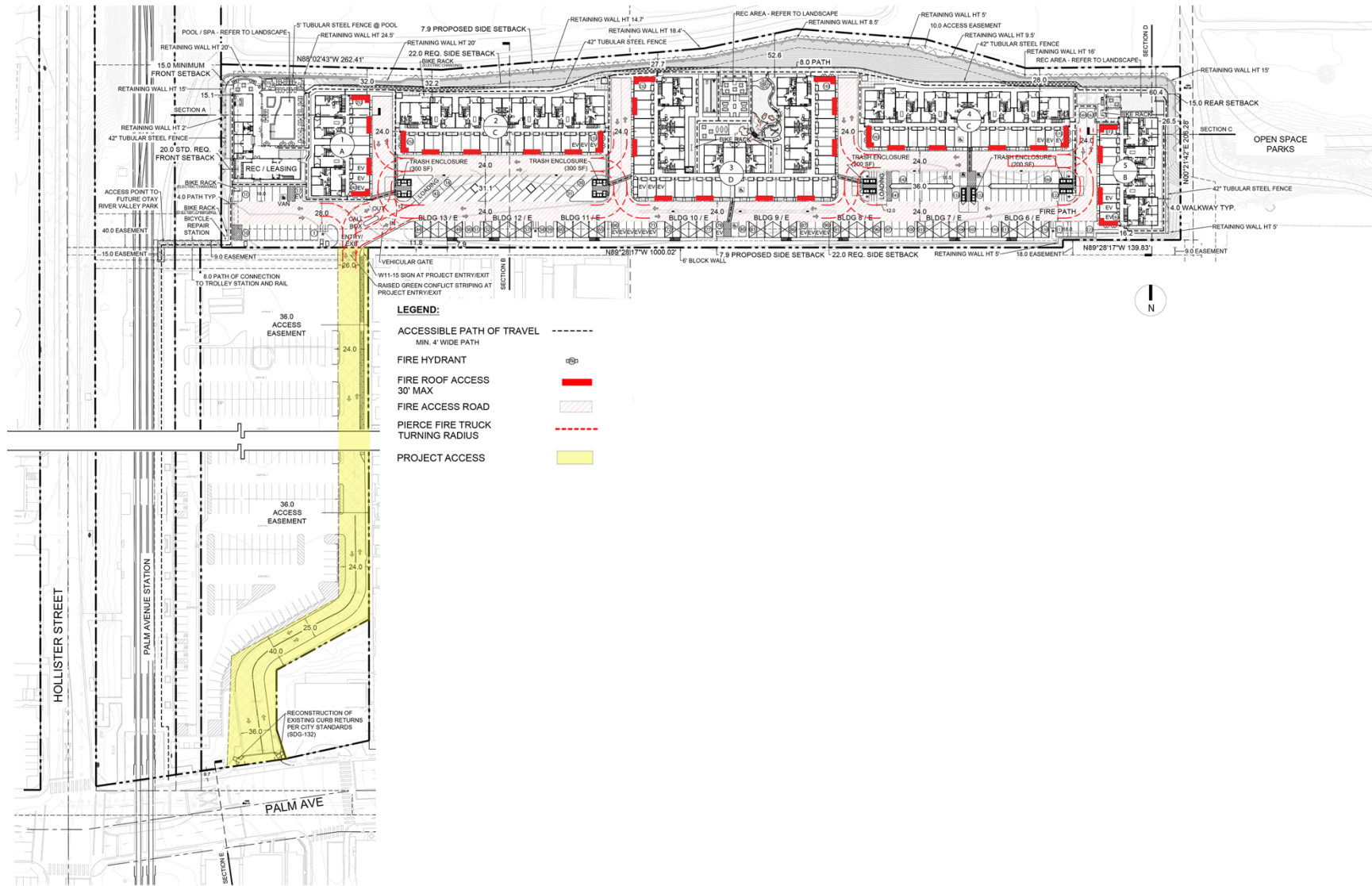
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Figure 3. Site Plan



PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Figure 4. Project Access



PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

The project would construct public improvements, including traffic signal modifications at the intersection of Palm Avenue and the Harris Avenue/MTS access and at Palm Avenue/Hollister Street. The project would also install high visibility pedestrian markings on all legs at the intersection of Palm Avenue/Hollister Street and the Palm Avenue/Harris Avenue-MTS access (except at the west leg of Palm Avenue/Harris Avenue – MTS access where pedestrian crossing is prohibited), and replacement of loop detectors for vehicles and bicycles at the intersection of Palm Avenue/Hollister Street and Palm Avenue/Harris Avenue-MTS access. The accumulative effect of the proposed improvements would maintain or improve Opening Year + Project and Horizon Year + Project conditions at the Palm Avenue/Harris Avenue-MTS access.

The project would require an amendment to the Otay Mesa-Nestor Community Plan to change the existing land use from Open Space, Mixed Use, and Residential Low Density (5 - <10 dwelling units per acre) to Residential Medium-High Density (20-35 dwelling units/net residential area) and a rezone to change the existing zone from AR-1-2, RM-1-1, and RS-1-5 to RM-2-6. A rezone requires the proposed project to analyze the most intense use permitted under the new zone. Under the proposed RM-2-6 zone, the project site could be developed to construct up to 206 dwelling units. This equates to an additional eight dwelling units compared to the proposed project, which plans to construct a total of 198 dwelling units.

Project Design Features

The Palm and Hollister Apartments project does not require brush management due to its location; i.e., surrounded by developed areas with low fuel load vegetation. The project incorporates a series of design features, which will provide for a residential development that has the capacity to withstand the threat of a wildland fire and provide the means and methods necessary to protect its residents, guests, and employees.

- All units will include an automatic fire extinguishing systems (interior sprinklers), as a project condition. This design feature provides a substantial reduction in risk from a wildfire.
- Each building would be constructed with multiple locations where fire roof access will be less than 30 feet, improving fire department access and firefighter safety.
- On-site access roads and drive aisles have been designed and would be constructed to meet the California Fire Code Section 503 and SDFR Fire Prevention Bureau Policy A-14-1. Specifically, interior vehicular access has been designed to support fire apparatus-imposed loads of at least 75,000 pounds and includes standardized turning radius widths to accommodate emergency vehicles and fire engines (See Figure 5, *Fire Access Plan*.) Site topography where development is proposed is relatively flat. This allows for easy access and maneuverability for large emergency vehicles. [City of San Diego (FPB policy A-14-1).]
- The threat of an ignition due to ember cast by fires during strong Santa Ana winds will be reduced by maintenance of clearance surrounding all structures and through the use of low fire fuel load plant materials as part of the project's landscape plan. (See Figure 6, *Landscape Plan*).

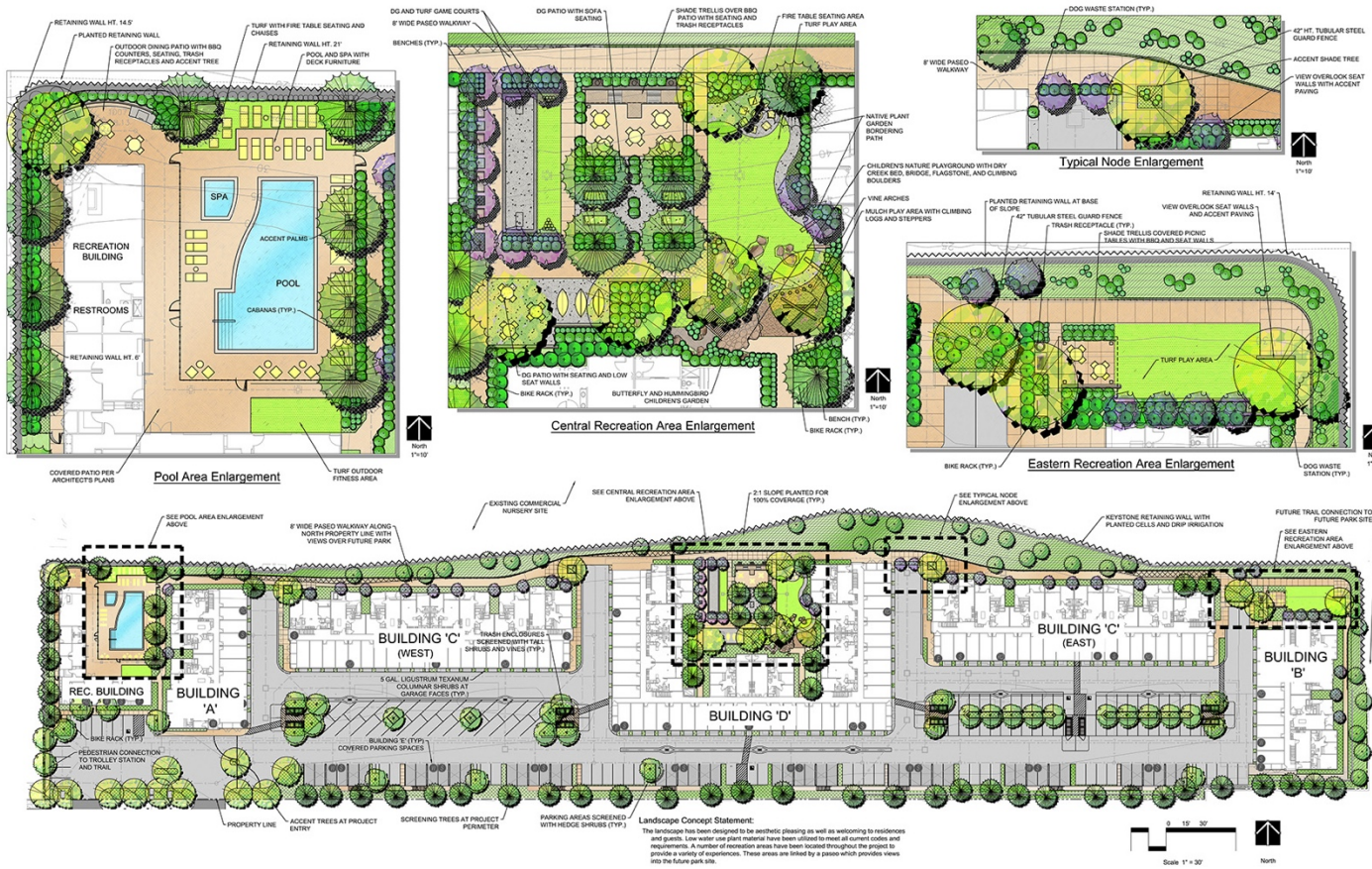
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Figure 5. Fire Access Plan



PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Figure 6. Landscape Plan



Plant Legend

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NATURE HEIGHT & SPREAD	THEME FUNCTION	REGIONS
Large Accent Trees (23 ea.)						
	PLATANUS RADICOSA	SWANSONE	30' BOK	30' x 30'	BROAD-HEADED SHADE TREE	M
	TRINIA TREE	CHINESE ELM	30' BOK	30' x 40'	BROAD-HEADED SHADE TREE	L
	ALBULA P. TRUE GREEN		30' BOK	40' x 40'	BROAD-HEADED SHADE TREE	L
Evergreen Parking Area Trees (40 ea.)						
	NO COMMON NAME		30' BOK	20' x 20'	EVERGREEN SHADE TREE	M
	CELECOLEPAPHYLLA	AUSTRALIAN WILLOW	30' BOK	20' x 20'	EVERGREEN SHADE TREE	L
	NEURADENIUM EXCELSA	NEW ZEALAND CHRISTMAS TREE	30' BOK	20' x 20'	FLOWERING EVERGREEN SHADE TREE	L
Small Flowering Accent Trees (37 ea.)						
	PROSTRAEA SPERDIA	WICKED LOGANET	20' BOK	10' x 10'	SMALL EVERGREEN FLOWERING TREE	M
	JACARANDA NODOSA 'BUNT'	DWARF JACARANDA	20' BOK	10' x 10'	SMALL DECIDUOUS FLOWERING TREE	M
	IMPATIENS 'MAJESTIC BEAUTY'	INDIAN HAYTHORN	20' BOK	10' x 10'	SMALL EVERGREEN FLOWERING TREE	L
Native Slope Trees (34 ea.)						
	CERCIS OCCIDENTALIS	WESTERN REDBUD	20' BOK	10' x 10'	NATIVE FLOWERING TREE	L
	HEPTACAPNUS ANDROPOA	TYTOON	20' BOK	10' x 10'	NATIVE EVERGREEN TREE	L
	HOLLYLEAF CHERRY		20' BOK	10' x 10'	NATIVE EVERGREEN TREE	L
Evergreen Theme Trees (53 ea.)						
	QUEEN PALM		20' BOK	40' x 20'	VERTICAL ACCENT PALM	M
	ARECASTRUM ROBINSONIANUM	SWEETSHADE	20' BOK	20' x 10'	FLOWERING ACCENT TREE	M
	WERBERGIA FLORIDA	RAY LAUREL	20' BOK	20' x 20'	EVERGREEN SCREENING TREE	L
	TRISTEMA COCCINEA	EMERALD BOX	20' BOK	30' x 20'	EVERGREEN SCREENING TREE	M
Ornamental Shrubs (2,000 ea. 50% 5 gal., 50% 1 gal.)						
	ALICE SPP.		1 GAL.	7 x 7	SUCCULENT ACCENT	L
	NO COMMON NAME	FOGGLIVE ACADE	1 GAL.	7 x 7	SUCCULENT ACCENT	L
	NO COMMON NAME	ROSEATE ACCENT	1 GAL.	7 x 7	SUCCULENT ACCENT	L
	NO COMMON NAME	BLUE HERBACE	1 GAL.	7 x 7	VERTICAL ACCENT SHRUB	L
	NO COMMON NAME	KANGAROO PAW	1 GAL.	7 x 7	VERTICAL ACCENT SHRUB	M
	NO COMMON NAME	ROSE	1 GAL.	7 x 7	SHRUB	L
	NO COMMON NAME	COYOTE BRUSH	1 GAL.	7 x 7	SHRUB	L
	NO COMMON NAME	SHARP NOTCH BRUSH	1 GAL.	7 x 7	FLOWERING THICK SHRUB	L
	NO COMMON NAME	PARADISE GAVIA	1 GAL.	7 x 7	LARGE SCREENING SHRUB	L
	NO COMMON NAME	LANIARA	1 GAL.	7 x 7	FLOWERING SHRUB	L
	NO COMMON NAME	WAXLEAF PROSELYT	1 GAL.	7 x 7	EVERGREEN HEDGE SHRUB	M
	NO COMMON NAME	PHOENIX PALM	1 GAL.	7 x 7	FLORID ACCENT SHRUB	L
	NO COMMON NAME	INDIAN HAYTHORN	1 GAL.	7 x 7	WAXING SHRUB	L
	NO COMMON NAME	DRAGON BELLS	1 GAL.	7 x 7	LARGE ACCENT SHRUB	L
	NO COMMON NAME	PURPLE VERBENA	1 GAL.	7 x 7	FLOWERING SHRUB	L
	NO COMMON NAME	WESTINGIA TULLE GEM	1 GAL.	7 x 7	LARGE HEDGE SHRUB	L
Vines/Espaliers (20 ea.)						
	BOGANVILLEA SPP.	BOGANVILLEA	5 GAL.	10' x 10'	FLOWERING ESPALIER	L
	BOGANVILLEA	TRUMPET VINE	5 GAL.	10' x 10'	FLOWERING VINE	M
Groundcover						
	BACCHARIS 'PUSION POINT'	COYOTE BRUSH	1 GAL @ 2" O.C.	7 x 7	SPREADING SLOPE GROUNDCOVER	L
	BOGANVILLEA	BOGANVILLEA	1 GAL @ 4" O.C.	7 x 7	FLOWERING GROUNDCOVER	L
	LANIARA	LANIARA	1 GAL @ 4" O.C.	7 x 7	FLOWERING GROUNDCOVER	L
	LOMANERA BREEZE	BREEZE LOMANDRA	1 GAL @ 2" O.C.	7 x 7	ORNAMENTAL GRASS	L
Turf						
	DWARF MARATHON FESCUE SOO				ACTIVE PLAY SURFACE	L
Low-Fuel Slope Shrubs and Groundcovers (to provide 100% coverage of slope)						
	MANOPISIS LACINATA	S.B. COUNTY SUNFLOWER	1 GAL.	7 x 7	GROUNDCOVER	L
	BOGANVILLEA 'PUSION POINT'	COYOTE BRUSH	1 GAL @ 2" O.C.	7 x 7	LOW SHRUB	L
	BOGANVILLEA	REARBRARY CORTEZARTE	1 GAL @ 2" O.C.	7 x 7	LOW SHRUB	L
	LANIARA	LANIARA	1 GAL.	7 x 7	LOW SHRUB	L
	LOMANERA BREEZE	LOMANERA BREEZE	1 GAL.	7 x 7	LOW SHRUB	L
	LOMANERA BREEZE	HAMMANSBRO TRAMPLET	1 GAL.	7 x 7	LOW SHRUB	L
	LOMANERA BREEZE	GREY FOGGIE	1 GAL.	7 x 7	LOW SHRUB	L
	LOMANERA BREEZE	MOUNTAIN SARGOLLS	1 GAL.	7 x 7	LOW SHRUB	L
Keystone Retaining Wall Planting, in plantable wall cells						
	FIGUS FICUS	CLIMBING FIG	1 GAL @ 10" O.C.	7 x 10	CLIMBING VINE	M
	WALNUTS/ALNUS GATES	CUTE-SLAW CREENER	1 GAL @ 10" O.C.	7 x 10	CLIMBING VINE	M
	NO COMMON NAME	ORANGEAN PROSELYT	1 GAL @ 10" O.C.	7 x 7	TRAILING GROUNDCOVER	L

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Other Considerations

Fire Hazard Rating. As shown in Figure 7, *Regional Very High Fire Hazard Severity Zone Map, CALFIRE*, the fire hazard severity zone maps prepared by CALFIRE for State and Federal responsible areas identify the project site is shown as a Non-VHFHSZ (Very High Fire Hazard Severity Zone). (San Diego County Very High Fire Hazard Severity Zones in LRA Map, *CAL FIRE; June 2009*) For the City of San Diego Local Responsible Areas (LRA), CALFIRE shows that the off-site area north of the project boundary rated by the SDFRD as a Very High Fire Hazard Severity Zone (VHFHSZ). Farther north, south and east are LRA areas that are rated as a VHFHSZ. (See Figure 8, *Regional Very High Fire Hazard Severity Zone Map, City of San Diego.*) [City of San Diego Official Website 2002-2024 (accessed July 18, 2023)].

The Palm and Hollister Apartments site is not rated as within the VHFHSZ, except for a very small semi-circle area in the western portion of the project site, along the south border. Portions of the proposed site are adjacent to areas rated as Very High on the City of San Diego Fire-Rescue Department's VHFHSZ Map. The nearest area to the project site with large tracts of wildland vegetation is the 200-acre OVRP, which follows the Otay River basin and includes multiple plant species that grow along the riverbed and banks of several ponds. Heavy highly flammable wildland vegetation is found in the Otay Wilderness area, located nine miles east of the project site. Plant materials within the Wilderness area consist of Southern California coastal sage scrub, shrubs and oak trees in the creek basins.

The southern California region in general is prone to wildfire. In the vicinity of the Palm and Hollister Apartments project area, a 10-acre vegetation fire occurred one-mile southeast of the project site in 2020, as noted by City News Service. (City News Service. August 07, 2020.)

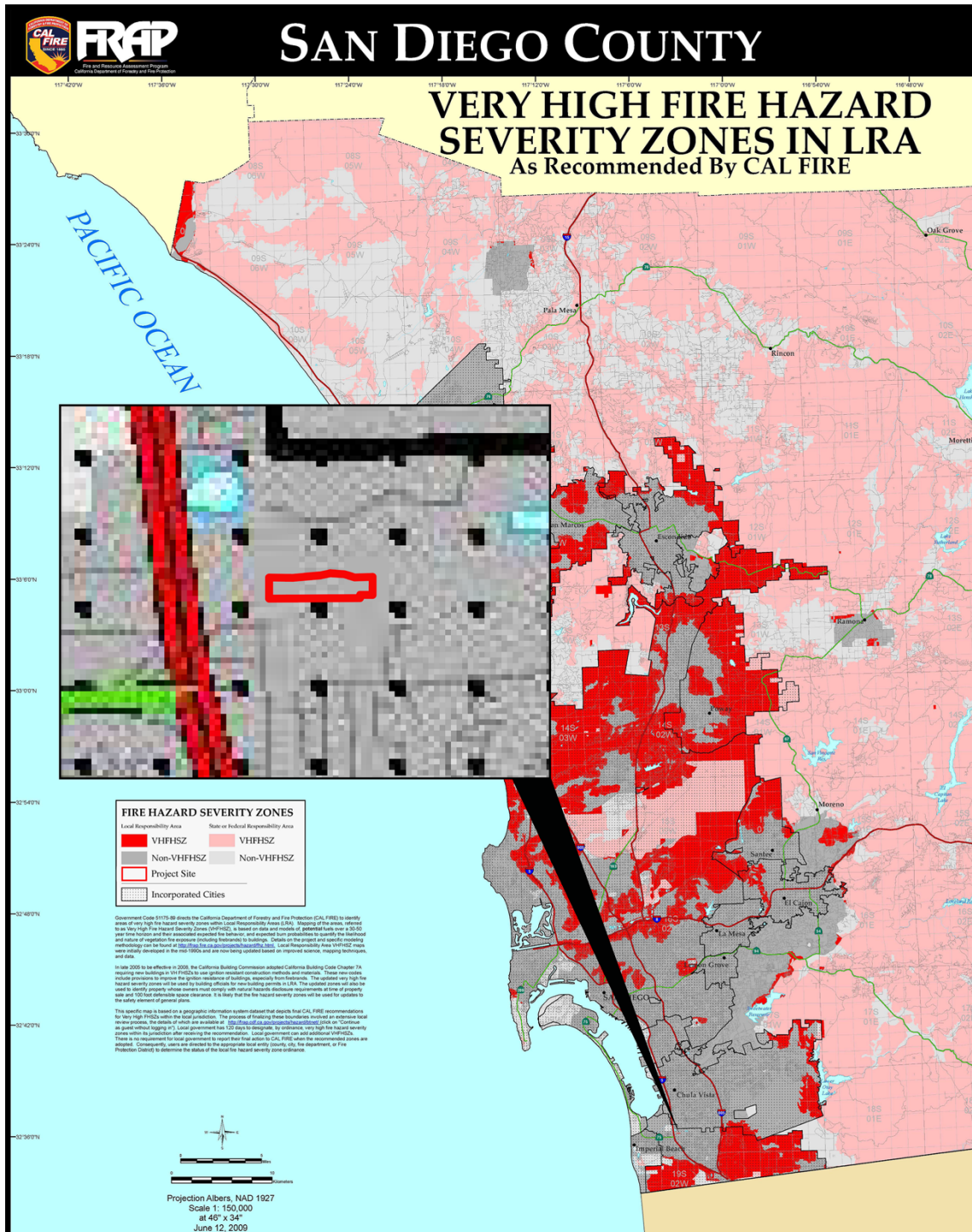
Wildlands Interface. The Palm and Hollister Apartments project is not located in a wildlands interface area or an area with large amounts of highly flammable wildland fuels. The project site is located within existing or planned residential and commercial developments on all but the northern boundary. The northwestern boundary is bordered by existing commercial activities where the native wildland fuels have been removed. The OVRP abuts the northern and northeast boundaries, separated from the project site by a developed wholesale nursery. The project includes the construction of a masonry wall along the boundary, which will provide a non-flammable surface to blowing embers and radiant heat.

Water Supply. Water service for the project is provided by California American Water District. The applicant has coordinated with the water district to ensure that current facilities and capacity are available to provide the required water capacity without requiring new systems or facilities. (E-mail from Matthew Schuler. California American Water Company, to Tim Worley, Pasco Laret Suiter & Associates; October 18, 2022.)

Additionally, the project has been reviewed by the SDFRD. New fire hydrants would be located within the apartment complex at locations approved by the SDFRD. The project incorporates water conservation measures, such as planting native and drought-tolerant landscape materials and plant species; and providing low-flush toilets, low-flow faucets, low-flow sprinkler heads, drip irrigation, and smart irrigation with automatic controllers in irrigation systems to reduce water usage. The project would not use an excessive amount of potable water. Overall, the California American Water District is expected to have sufficient water supplies available to serve the project.

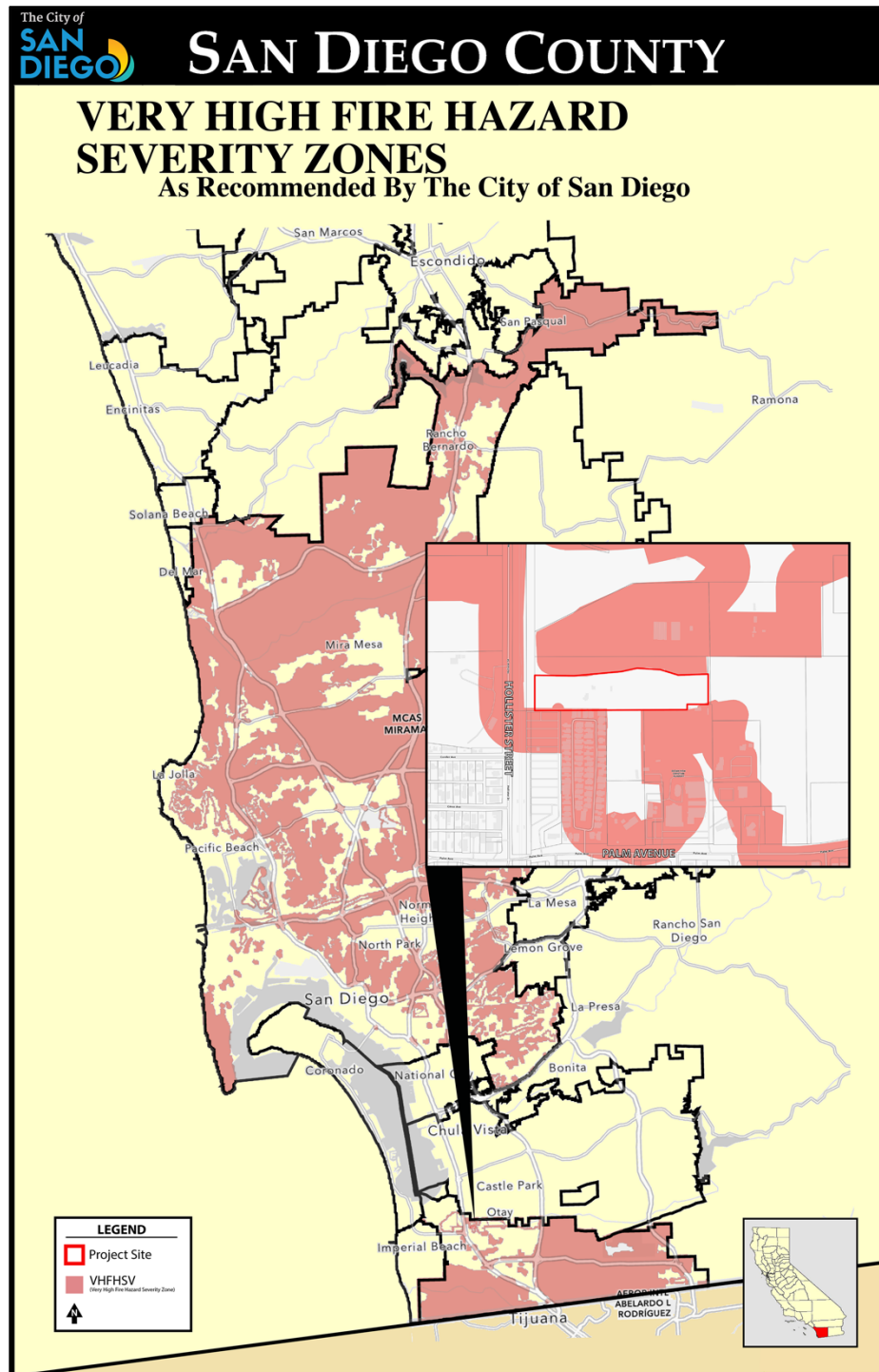
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Figure 7. Regional Very High Fire Hazard Severity Zone Map, CAL FIRE



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Figure 8. Regional Very High Fire Hazard Severity Zone Map, City of San Diego



PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

IV. EVACUATION ROAD NETWORK

Project Access

The project would provide a single access point in the southwest corner of the project. (See Figure 4, *Project Access*.) According to the California Fire Code, Section D106.2 and D106.3, a secondary emergency access route would be required for projects exceeding 200 units. The Palm and Hollister Apartments project proposes 198 units and, therefore, requires a single access/egress road. The SDFRD has determined that the access road within the apartment complex would provide adequate emergency evacuation for the planned population within the development.

The project requires a rezone to the Residential Multiple (RM-2-6 zone) to allow for 198 residential units on the 5.92-acre project site. The RM-2-6 zone permits a maximum of up to 206 dwelling units on the proposed project site. In the event the proposed project is not constructed following approval of the rezone, and a new project is brought forward that results in more than 200 units or more, a secondary emergency access road would be require and located no less than half the overall diagonal length of the site from the primary access road.

The primary access and egress route upon leaving the Palm and Hollister Apartments project would travel through the MTS Palm Avenue Trolley Station parking lot, connecting to Palm Avenue. MTS is proposing to develop the parking lot as an infill apartment project (the Palm Avenue Transit Oriented Development), similar to the Palm and Hollister Apartments, that would provide approximately ~~390~~ 504 affordable, mixed-income, housing units, 2,505 square feet of retail, and a 5,000-square foot childcare center on the existing transit station parking lot. (~~Times of San Diego, Debbie L. Sklar, August 14, 2021. E-mail correspondence, Dawna Marshall: May 1, 2024, and June 3, 2024.~~) Traveling south through the parking lot on the roadway easement, the area's main thoroughfares such as Palm Avenue, Hollister Street, I-5, and Saturn Boulevard will be accessed.

Both the Palm and Hollister Apartments project and Palm Avenue Transit Oriented Development, addressed below, would share the same evacuation route through the current trolley station parking lot. During and following construction of the multi-phase Palm Avenue Transit Oriented Development project, all access/egress roads would remain open for residents, employees, and guests of both apartment complexes and riders of the trolley system.

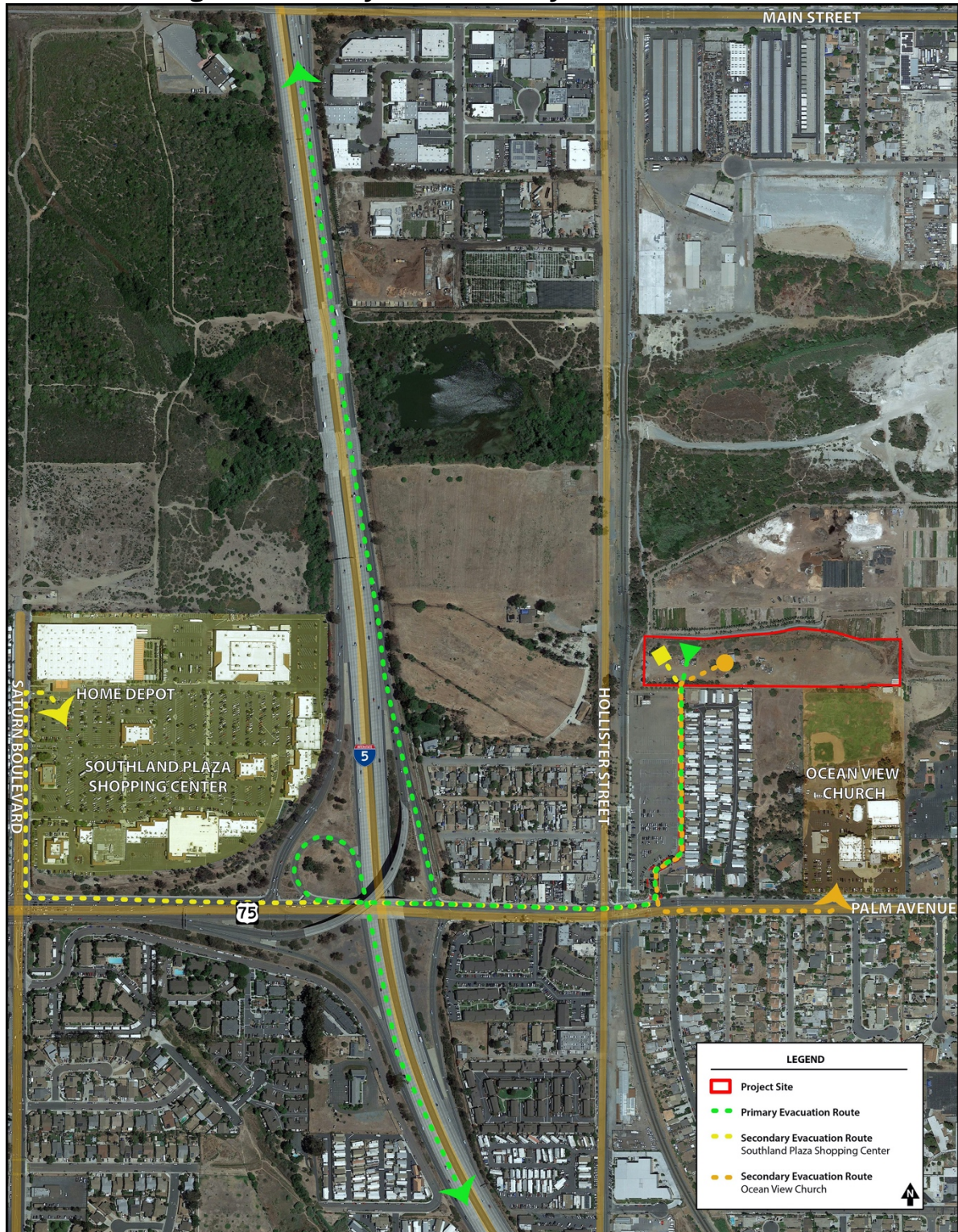
Evacuation Routes

The transportation facilities identified in the adopted Otay Mesa-Nestor Community Plan (City of San Diego 2014) would provide emergency access and evacuation routes within the community. During an emergency evacuation, the primary and secondary roadways adjoining the development would be shared with responding emergency vehicles and the community.

For the project vicinity, the primary emergency access and evacuation roadways are expected to be Palm Avenue, Hollister Street, and I-5. (See Figure 9, *Primary and Secondary Evacuation Routes*.) During an evacuation order for a wildfire approaching from the north or east, Palm Avenue to I-5 would be designated as the primary evacuation route. Secondary routes would involve Saturn Boulevard and would convey residents to designated safety zones.

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Figure 9. Primary and Secondary Evacuation Routes



PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

The egress route from the Palm and Hollister Apartments would travel through the MTS property and the planned Palm Avenue Transit Oriented Development on dedicated easements, which would also serve the MTS project. Figure 1. *Project Location Map* provides an overview of the project site including the access easements with MTS. Considering the proposed project would share an access driveway with the future Palm Avenue Transit Oriented Development, evacuation planning would require coordination of the evacuation plans for both the Palm and Hollister Apartments project and the MTS project.

V. PROJECT ANALYSIS

Other Projects Considered in Analysis

The following three proposed projects evaluated as part of the Palm and Hollister Apartments project Environmental Impact Report (EIR) were reviewed to help determine the cumulative effects of the additional construction in the Otay Mesa-Nestor Community Plan area during the development of the Palm and Hollister Apartments project. The Bella Mar and the Palm Avenue Transit Oriented Development projects are both located along Hollister Street and Palm Avenue in the same general area of the Palm and Hollister Apartments. The Salt Bay Design District is located west of I-5, north of the project site. (See Figure 10, *Location of Other Projects*.)

Bella Mar Apartments (Project Number 631240)

The Bella Mar Apartments project proposes a General Plan/Community Plan Amendment (CPA) to redesignate a 14.62-acre site from Open Space to Medium Density Residential and a rezone from Agriculture-Residential (AR-1-2) and Open Space (OF-1-1) to Multiple-Unit Medium Density Residential (RM-2-5). The project includes a Tentative Map for the construction of two residential communities, totaling 380 multi-family units, including 100 affordable housing units, within two parcels. On-site amenities include a pool and play area. The proposed project is west of Palm and Hollister Apartments, across Hollister Street. Parking would be accommodated through a combination of surface parking and private enclosed garages.

Palm Transit Oriented Development

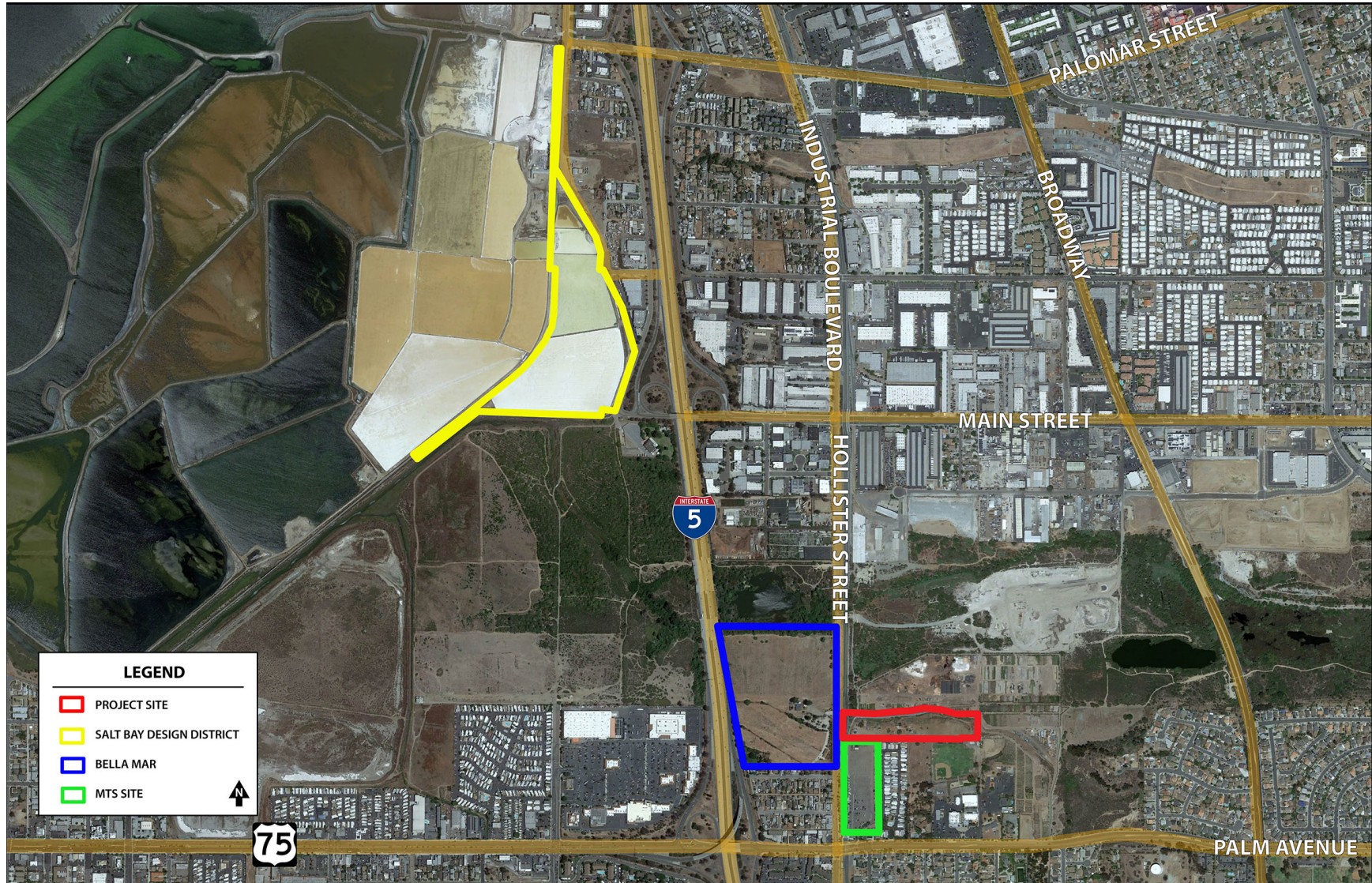
The Palm Avenue Transit Oriented Development project is located immediately south of the project site and is in early design stage. Anticipated to include approximately ~~390-504~~ multi-family units, with ~~288-304~~ units set aside for low-income households and ~~402-200~~ units for moderate-income households. The project would center around a mobility hub at the Palm Station trolley and provide ~~494-161~~ parking spaces in addition to ~~2,505 SF~~ retail shops and a ~~5,000 SF~~ childcare facility. (E-mail correspondence, Dawna Marshall: May 1, 2024, and June 3, 2024. Times of San Diego. August 14, 2024.)

Salt Bay Design District

The Salt Bay Design Project would develop a 27.5-acre project site bounded by Main Street, the MTS rail line right of way, and the boundary between the City of Chula Vista and the City of San Diego with 550,000 square feet of industrial/business park uses and a 50,000 square feet of restaurant space. This project is located approximately three quarters of a mile from the project area and would likely use different evacuation routes than the project and the project with the Bella Mar and Palm Avenue Transit Oriented Development projects considered.

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Figure 10. Location of Other Projects



PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Emergency Services

The existing fire services for the area are provided through the SDFRD. (See Figure 11, *Location of Fire and Police Services*.) Fire response to the Palm and Hollister Apartments project would meet the City's Standard of Coverage requirements, which in part are based on the requirements listed in the 2020 edition of the National Fire Protection Association (NFPA) 1710. (NFPA 1710; 2020.) By having three fire engines capable of arriving within the recommended six minutes and 30 seconds, the department will be able to adequately serve the Palm and Hollister Apartments project. Based on availability and traffic conditions, the first-in engine, Engine 30, is located at Station 30 at 2265 Coronado Avenue and would also have a paramedic ambulance available for emergency medical emergencies along with Engine 30, which is four firefighters. Fire Station 29, located at 198 San Ysidro Boulevard, would respond with both an engine and a truck company. Other fire departments, such as Chula Vista and Imperial Beach, may respond through an automatic aid agreement known as "Boundary Drop," which emphasizes the "Closet Unit" concept – a program where City boundaries are dropped, allowing the closest unit available to respond to the call for service. See Figure 11, *Location of Fire and Police Services*, for Fire Station locations.) (www.sandiego.gov/fire/about/firestations.)

According to the SDFRD's 2022 statistics listed in the Citygate Consultant Report, Engine 30 responded to 3,692 calls for service, which results in an average of 10 calls per twenty-four-hour shift. The average response time for Engine 30 is 7:20 minutes, while the fire department's average response time is 7:46 minutes. Engine 6 responded to 5,060 calls during 2022, an average of approximately 14 calls per twenty-four-hour shift with an average response time of 6:26 minutes. Engine 29 averages just over 12 calls per shift, while Engine 43 averages less than four calls per shift. [Citygate associates Consultant Reports. (Accessed January 3, 2024).]

The project is located in the Southern Division of the San Diego Police Department (SDPD). The nearest police station is located at 1120 27th Street, San Diego, 92154. This location is a storefront location, less than one mile south of the project site. The office is open only during the daytime. Personnel provide services to the community, including vacation checks and You Are Not Alone welfare checks. Emergency response to the area is provided by officers dispatched through the City's 9-1-1 Communication Division. The Police Department includes 1,855 sworn personnel and 614 civilian members. Police Chief David Nisleit stated that "response to life-threatening emergency calls in 7-minutes or less is the department's highest priority and the department is meeting this requirement"; however, "response times to lower priority calls are increasing." [Voice of San Diego, February 13, 2023. (Accessed 12-19-2023).]

Emergency Access

The Palm and Hollister Apartments project is located within the City of San Diego, adjacent to I-5. Fire and police services are provided by the City. Access to the project site is sufficient to allow for safe fire apparatus turning, thereby reducing the potential for backing accidents in the project site. All interior access roads and drive aisle would meet City and SDFRD standard requirements for width, slope, load capacity, and surfaces; Knox key/switch access would be required if any gates are installed. Apartment management staff would follow the guidelines provided for assisting with evacuation or Shelter-in-Place, as directed by fire or police officials.

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Evacuation Routes

Two possible emergency evacuation locations were selected based on the following criteria:

1. Locations known to residents, limiting confusion due to the limited time required to arrive at the specified locations
2. Reduction in vehicles crossing traffic lanes
3. Availability for evacuees to seek food, restrooms, etc. during daytime hours
4. Ability of location to handle numerous evacuees and vehicles
5. Evacuating people away from potential freeway incidents

The on-scene Incident Commander will select the appropriate evacuation locations based on the time available, incident type, and ability to support evacuees until personnel from Red Cross or other agency arrive and begin to provide support.

Primary Evacuation Route. As discussed in Section IV. **Evacuation Road Network**, this Evacuation Plan has been developed with I-5 as the primary evacuation route. (See Figure 9, *Primary and Secondary Evacuation Routes*.) The primary evacuation route is based on a wildland fire approaching from the northeast and would require evacuating people from in front of the approach fire. Evacuees would be directed either northbound or southbound on I-5, based on fire conditions. These evacuation routes could be used during more localized emergencies based on the needs of the local Incident Commander.

Secondary Evacuation Routes. Recent fire history in San Diego County has shown highways and freeways are vulnerable to closure due to wind driven wildland fires. The Witch Fire in 2007 and the Cedar Fire in 2003 both required the closure of I-15. The potential of the closing of I-5 led to the development of two alternative evacuation routes based on the nature and location of the emergency. During a Santa Ana wind driven fire event, any fire located to the north and east of the project will be pushed toward the development. Therefore, evacuation to the west to the Southland Plaza shopping center safety zone is preferred under most situations. If the freeway is impacted in both directions, evacuees would be directed to travel west on Palm Avenue, travel under I-5 and turn right on Saturn Boulevard, and then right into the Home Depot parking lot at the Southland Plaza shopping center. For emergencies on I-5, such as traffic accidents with hazardous materials spills, natural gas leaks, or trolley line emergencies, evacuees would be advised to turn left on Palm Avenue at the traffic signal and travel east until reaching the Ocean View Church parking lot safety zone located just east of the project site. (See Figure 9, *Primary and Secondary Evacuation Routes*.) These evacuation routes were chosen for in response to a more localized emergency, such as a gas main break, a mulch fire north of the project site or a hazardous materials incident on the railroad or freeway. However, as previously stated, the on-scene is Incident Commander is ultimately responsible for determining the need for evacuation and the routes of travel in consultation with cooperating agencies.

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Evacuation Procedures

The Palm and Hollister Apartments project has a single shared ingress and egress point, which permits travel via Palm Avenue to emergency evacuation routes leading to the west and east. The main access route is a two-way drive aisle through the development leading into the Palm Transit Center parking lot. Access to Palm Avenue is through a dedicated road easement through the transit center parking lot.

Traveling south through the parking lot, the access road intersects with Palm Avenue, which is the off-site Primary Emergency Evacuation route. Traffic will be directed north or south onto I-5. Should I-5 be closed, evacuees will continue west on Palm Avenue and, after passing underneath I-5, turn right onto Saturn Boulevard. A right turn at the entrance to the Southland Plaza parking lot, where sufficient parking will be available for sheltering evacuated residents and employees in an area in front of the Home Depot. This temporary evacuation point is suggested as it is located approximately one mile from Palm and Hollister Apartments development. The parking lot provides a significant sheltering area for evacuees. Also available during the daytime and evening are restroom and feeding facilities at the Southland Plaza shopping center, if the local facilities are open for business. Other resources for care and sheltering of evacuees include the American Red Cross and Salvation Army. In the event of evacuation activities the incident commander would determine the specific evacuation destination. (See Figure 2. *Surrounding Land Uses/Development*).

Thus, as shown in Figure 9. *Primary and Secondary Evacuation Routes*, the primary evacuation routes for the residents and guests of the Palm and Hollister Apartments project consist of:

1. On-site access road through the Palm Avenue MTS Transit Center parking lot access road;
2. Right turn at the intersection of Palm Avenue/Harris Avenue-MTS Access;
3. Turn right on I-5 for northbound evacuation; or
4. Turn right at the southbound ramp to I-5 for southbound evacuation

The secondary evacuation route for residents and guests should I-5 be impacted by an approaching wildfire or an emergency on the freeway itself would be:

1. On-site access road through the Palm Avenue MTS Transit Center parking lot access road;
2. Right turn at the intersection of Palm Avenue/Harris Avenue-MTS Access;
3. Turn right at Saturn Boulevard;
4. Turn right on Southland Plaza driveway into the Home Depot parking lot at Southland Plaza Parkway, the western designated safety zone.

An additional secondary evacuation route that could be used for emergencies other than a wildfire would consist of:

1. On-site access road through the Palm Avenue MTS Transit Center parking lot access road;
2. Left turn at the intersection of the access road and Palm Avenue;
3. Left turn into the Ocean View Church parking lot, the eastern designated safety zone.

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Figure 11. Location of Fire and Police Services



PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

For purposes of this Evacuation Plan, the first and most logical choice for all the residents and guests within the Palm and Hollister Apartments is to adhere to the principals and practices of the “Ready, Set, Go!” program outlined in the *Ready, Set, Go!* Wild Fire Action Guide (SDFRD in partnership with IAFC and CAL FIRE), which is evaluated in greater detail in Section VII. Emergency Preparedness. It is imperative that each resident develop a plan that is clearly understood and that they attend the educational and training programs sponsored by the Palm and Hollister Apartments and SDFRD. In addition, it is essential that information distributed by the SDFRD be reviewed on a routine basis, along with the accompanying maps illustrating the evacuation routes, temporary evacuation points, and pre-identified safety zones. It must be kept in mind that conditions may exist that will dictate a different evacuation route than the normal roads used on a daily basis. Furthermore, and of extreme importance, it is imperative that all of the residents make the decision to evacuate, when notified, as soon as possible.

Should a wildfire exist that threatens the property or safety of people at the site, the following actions specific to the Palm and Hollister Apartments shall be implemented:

- Depending on the situation, the authorities in charge of the evacuation may direct people to safe zones first and then escort vehicles out of the Palm and Hollister Apartments development. Emergency personnel will make the determination as to how many vehicles at a time will be escorted from the facility by traveling through the Palm Avenue MTS parking lot using the access road easement. Further direction on exiting onto Palm Avenue should be provided by the City’s Police Department or Fire-Rescue Department on-scene Incident commanders, based on the location and nature of the emergency and time available for safe evacuation of the apartment complex.
- In the event that evacuation is no longer a safe and viable option, residents and guests shall follow the instructions of emergency personnel to “shelter-in-place” options within the development until the SDFRD or other authorities deem it safe to leave. (See Section VI, *Shelter in Place Plans*, for a discussion of shelter in place options.) The structures within the Palm and Hollister Apartments development would be constructed to Type VA wood framed construction standards, with exterior walls, floors ceilings, and roofs fire rated for up to one hour. The apartments are sprinklered and would be relatively safe, allowing emergency personnel to make the final determination of which safe zones, parking areas, and structures, if any, shall be used as shelter-in-place locations.

Signage

Signage is also critical. During wildfire events, smoke and flying embers or debris may impact visibility during the day and become increasingly difficult during the night. Residents and especially guests may get confused at intersection and get turned around. All internal roadways therefore must be signed with evacuation route signs indicating the way out. The development personnel shall establish and maintain emergency evacuation route signs such as that shown to the right whenever a Fire Weather Watch is posted by the National Weather Service. These signs shall be located at all roadway intersections and along walkways within the development.



PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Evacuation Emergency Access and Timing

Many disasters allow no time for people to prepare for evacuating, which is why pre-planning is essential for the safe evacuation of people and pets. The amount of time needed to evacuate homes and businesses will depend on the type of hazard, weather, and location or proximity of the hazard. The amount of time it takes to evacuate away from a hazard and to a safe place also depends on the evacuation route conditions, such as roadway capacities and the amount of vehicles evacuating simultaneously.

The Palm and Hollister Apartment project proposes development of 198 multi-family residential units in the Otay Mesa-Nestor Community Plan area. Primary evacuation routes for the project would be via Palm Avenue, I-5. Evacuation routes would also be used by two other nearby projects [Bella Mar (380 multi-family units) and the MTS Transit Oriented Development (~~390~~504 multi-family units, 2,505 square feet of retail, and 5,000 square foot childcare center)] that are in the planning process and would be constructed about the same time as the Palm and Hollister Apartments. Together, a total of ~~968~~1,082 new residences could require evacuation in times of an emergency.

Each roadway classification has a different capacity based on level of service, with freeways having the highest capacities. Using the Highway Capacity Manual methodology for calculating adjusted saturation flow rates, road that would be most likely available to existing and Project residents were analyzed and the hourly capacities are presented in **Table 1**.

Table 1. Existing Roadway Estimated Hourly Vehicle Capacities

Roadway	Segment	Lanes & Direction	Estimated Roadway Capacity (vehicles per hour) ¹		
			East	West	Total
Palm Ave	MTS Driveway to I-5 Freeway Ramps	2 EB / 2 WB	3,500	3,500	7,000
Palm Ave	MTS Driveway to Ocean View Church	2 EB / 2 WB	3,500	3,500	7,000

¹ Road capacity was determined through professional judgement, which considered existing data that utilized Synchro, which uses the Highway Capacity Manual methodology for calculating adjusted flow rates for the same or similar roadways and coordination with the project's traffic consultant Michael Baker.

Using these averages, the length of time it will take for an area to evacuate can be estimated by dividing the population by the average vehicle occupancy and then dividing by the roadway capacity as shown in the travel time formula below.

TRAVEL TIME FORMULA

$$\text{Evacuation Time} = [\text{Evacuation Population} \div \text{Average Vehicle Occupancy}] \div \text{Roadway Capacity}$$

For this analysis, the evacuation area was assumed to be bound by the I-5 freeway to the west, Desty Street to the east, Golf Laboratories/Project Site to the north, and Elm Avenue to the south. **Table 2** provides a summary of the calculated number of evacuating vehicles and assumptions for the existing and Project populations. The existing populations, which considers neighborhoods in the vicinity of the Project are assumed to utilize Palm Avenue as an evacuation route. This evacuation plan assumes a worst-case scenario that is the evening time when the majority of residents are home, and their vehicles are parked. This worst-case scenario analysis assumes 100 percent occupancy of the residences, and thus accounts for the potential vehicles from retail, daycare and residents that would be parked during the day.

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Table 2. Population and Evacuation Vehicle Estimates for the Project and Vicinity Land Uses

	Existing	Commercial ¹	Palm & Hollister Project	Cumulative Projects ²	Combined
Dwelling Units (residences)	614	N/A	198	770 <u>884</u>	1,582 <u>1,696</u>
Persons per Unit	3.11	N/A	3.11	3.11	N/A
Calculated Population	1,910	444	616	2,395 <u>2,749</u>	5,365 <u>5,719</u>
Vehicles per Unit	2	N/A	2	2	N/A
Parking Spaces	N/A	222	N/A	N/A	222
Worst Case Number of Vehicles Evacuating	1,228	222	396	1,540 <u>1,768</u>	3,386 <u>3,614</u>

¹ Commercial includes retail, gas stations, auto-repair shops, restaurants and Sunnyslope Elementary School parking spaces with 2 persons per vehicle.

² Cumulative Projects assumes 380-unit Bella Mar project and ~~390~~504-unit Palm Avenue TOD/MTS project for a total of ~~770~~884 residential dwelling units.

Based on the San Diego Associations of Governments (SANDAG) 2025 Regional Growth Forecast for the Otay Mesa-Nestor community, the persons per household estimate is 3.11. The Palm and Hollister Apartments project plus Bella Mar and the Palm Avenue Transit Oriented Development (TOD) project would result in a total of ~~4,582~~1,082 residential units.

Table 3 shows the two scenarios assumed in this evacuation plan which includes ~~existing~~Opening Year conditions and ~~existing~~Opening Year conditions plus pProject. For each condition, there are two evacuation routes identified where all traffic evacuates onto Palm Avenue towards the west onto I-5 or all traffic evacuates to the east at the Ocean View Church.

Table 3. Evacuation Routes and Scenarios 1 & 2

Evacuation Route Using Palm Ave.	Existing <u>Opening Year Conditions</u> (Scenario 1)		Existing Conditions <u>Opening Year Plus Project</u> (Scenario 2)	
	Percent of Vehicles	Total Vehicles ¹	Percent of Vehicles	Total Vehicles
MTS Driveway to I-5 Freeway	100%	2,990 <u>3,218</u>	100%	3,386 (2,990 + 396) <u>3,614</u> (3,218 + 396)
MTS Driveway to Ocean View Church	100%	2,990 <u>3,218</u>	100%	3,386 (2,990 + 396) <u>3,614</u> (3,218 + 396)

¹ Under ~~Existing~~Opening Year Conditions, total vehicles include Existing residences (1,228), Commercial (222), and Cumulative Projects (~~1,540~~1,768) for a total of ~~2,990~~3,218 vehicles.

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

As shown in **Table 3**, the total number of vehicles assumed to evacuate on Palm Avenue under existing conditions is ~~2,990~~3,218. The ~~existing Opening Year conditions~~ scenario assumes existing residential traffic, commercial traffic, and cumulative project traffic under Scenario 1. Under Scenario 2 (~~Existing Opening Year Conditions~~ Plus Project), the Palm and Hollister project traffic is added to the ~~existing Opening Year conditions~~ scenario traffic.

Based on the preceding assumptions and the travel time formula, the time estimates for the ~~existing condition~~ Opening Year scenario and ~~existing condition~~ Opening Year Plus Project scenario are summarized in **Table 4**.

Table 4. Evacuation Time Calculation

Evacuation Route	Existing Condition Opening Year (vehicles)	Existing Condition Opening Year Plus Project (vehicles)	Minimum Road Capacity (veh/hr)	Existing Condition Opening Year Estimated Evacuation Timeframe	Existing Condition Opening Year Plus Project Estimated Evacuation Timeframe ¹	Travel Time Increase With Project
MTS Driveway to I-5 Freeway	2,990 <u>3,218</u>	3,386 <u>3,614</u>	3,500	0.85 hours (51.3 min) <u>0.92 hours (55.2 min)</u>	0.97 hours (58.0 min) <u>1.03 hours (61.9 min)</u>	0.12 hours (6.75 min)
MTS Driveway to Ocean View Church	2,990 <u>3,218</u>	3,386 <u>3,614</u>	3,500	0.85 hours (51.3 min) <u>0.92 hours (55.2 min)</u>	0.97 hours (58.0 min) <u>1.03 hours (61.9 min)</u>	0.12 hours (6.75 min)

¹ Estimated evacuation travel timeframe is calculated by dividing the maximum number of vehicles using each evacuation route by the route's vehicle capacity i.e. 3,500 vehicles per hour.

The Project evacuation scenario results in a worst case calculated ~~0.97~~1.03 hours or ~~58~~61.9 minutes travel time to fully evacuate all evaluated populations near the project site. With the Project, there is an increase in the calculated evacuation travel time of up to 6.75 minutes for both evacuation routes. It may be noted that both evacuation sites have similar distances from the project site. In addition, a worst-case scenario was used that assumes 100 percent occupancy of the residences in the evening when the majority of residents are home, and their vehicles are parked. This worst-case scenario analysis accounts for the potential vehicles from retail, daycare and residents that would be parked during the day.

VI. SHELTER-IN-PLACE PLANS

In an instance where the Palm and Hollister Apartments development is threatened by a fire located miles away, evacuation is the preferred means of protecting lives. Should a wildfire be threatening the development, shelter-in-place is preferred. The determination for which approach to implement will be made by on-site managers in consultation with SDFRD, the SDPD, and/or the incident commander overseeing emergency operations. The following considerations shall be evaluated to determine if evacuation or shelter-in-place is to be implemented.

- Weather factors for consideration prior to a wildfire:

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Fire Weather Watch – An alert issued by the National Weather Service (NWS) indicating that there is high potential for Red Flag criteria to be met within the next 12-72 hours. These criteria include winds of over 25 MPH and relative humidity of 15% or less.

Red Flag Warning – Issued by the NWS there is high confidence that Red Flag criteria will be met within the next 24-48 hours or when those criteria are already met or exceeded. Over the past several years, Red Flag Warnings have been posted on average 4 to 7 times a year. The greatest number of Red Flag Warnings in one year was 12. During Red Flag weather conditions, a fire burning north or east of the development can result in spot fires due to falling embers over a mile from the main fire.

- Factors for consideration during a wildfire event in the OVRP, which is located north and east of the facility:
 - Is smoke visible from the facility?
 - Can one smell smoke?
 - Are ashes or embers falling on the facility?
 - Is traffic on the roadways located above or below the facility congested?
 - Is an upcoming event planned during a Red Flag Watch or Warning?

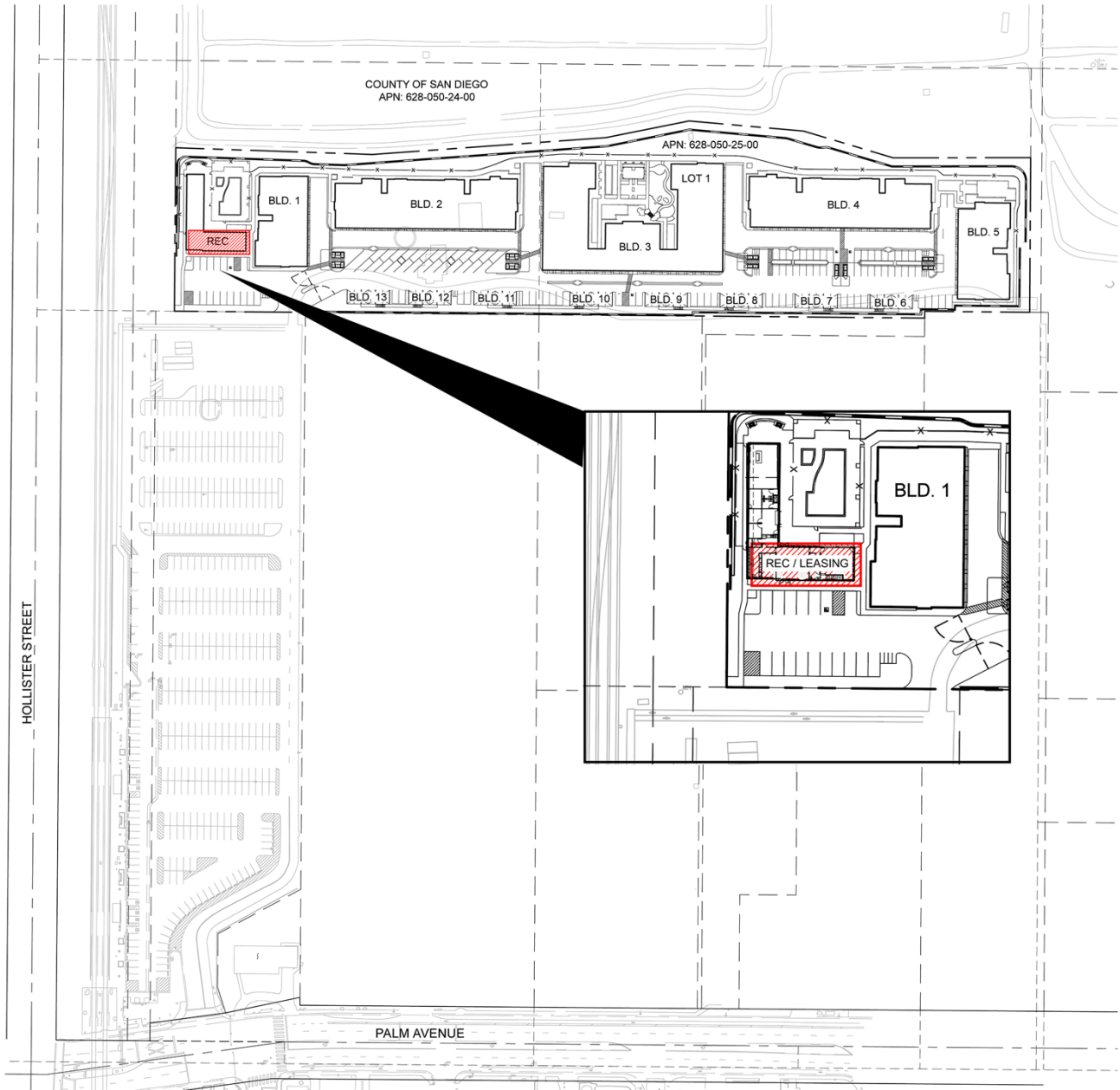
Palm and Hollister Apartments Shelter-In-Place Locations

Members of the Palm and Hollister Apartments design team, including wildland fire consultants, evaluated all the structures within the Palm and Hollister Apartments project and found that the Recreation/Leasing Office building or areas within those buildings and adjoining parking areas are the most suitable location for shelter-in-place. (See Figure 12, *Shelter-In-Place Location*.) The evaluation considered but was not limited to type of building construction, location within the property, means of access and egress, building size, and interior measures that would be needed to protect people while housed. The apartment buildings will be wood framed, Type VA “protected frame” construction with sprinkler systems throughout each building as required by the fire code. (2022 California Fire Code, 2021 International Fire Code.)

The parking area directly south and east of the recreation/leasing structure will accommodate an additional 406 individuals, with these locations sheltering space should be adequate for the anticipated number of individuals within the Palm and Hollister Apartment complex. The outdoor locations for sheltering evacuees could be used for incidents other than wildfires that may require localized sheltering including emergencies on Interstate 5 or on the railroad right-of-way. Parking lots have been effective sheltering locations during major wildland fires where escape routes have been compromised. (PBS. 2019.) As shown in Table 35, *Calculations for Shelter-in-Place*, identified shelter-in-place locations accommodate about 278 people.

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

Figure 12. Shelter-In-Place Location Map



PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Table 53 – Calculations for Shelter-in Place

Building	Total Area (Square Feet)	Maximum Persons Sheltered
Leasing/Office Areas	750	50
Fitness Area- 1 st Floor	576	38
Fitness Area- Mezzanine	220	14
Outdoor Recreation Area- Next to Office Area*	1930	128
Lounge	726	48
TOTAL		278

* Sheltering outdoors, though not the first option, has been shown to be effective in recent fires.

Procedures for shelter-in-place:

- If there are customers, visitors, or clients at the facility, provide for their safety by asking them to remain at the facility until directed by emergency personnel.
- Unless there is an immediate threat, ask employees, guests, residents, and visitors to call their emergency contact to let them know where they are and that they are safe.
- Quickly close all windows, air vents, and fireplace dampers. Have employees familiar with the buildings mechanical systems turn off all fans, heating and air conditioning systems and clothes dryers.
- Gather essential disaster supplies such as battery powered radios, bottled water, cell phones and chargers, flashlights, and spare batteries.
- Maintain a hard-wired telephone connection as cellular systems are likely to be overwhelmed or damaged during an emergency.
- Staff to create a list of all the people in the room.
- Listen to the radio, watch television, or use the internet for further instructions until you are told all is safe or it is time to evacuate.
- Should the room designated for evacuation have an opening to the outside, masks, eye protection and water to be provided to protect the individuals from smoke and ash.

A shelter-in-place location would likely only be utilized for approximately 60 minutes, as a wildfire burning under a Santa Ana wind condition could spread at a rapid rate based on typical fire behavior calculations. Given the limited duration of time residents are expected to shelter, the location specified should be sufficient to shelter 684 residents which is the maximum expected number of residents that will be on site on average at a time. There also could be spot fires that would occur, often over one mile in advance of the flaming front. Shelter-in-place may also be utilized in any other number of emergencies, including police activities and hazardous materials spills or leaks when deemed appropriate by the local authority having jurisdiction.

VII. EMERGENCY PREPAREDNESS

Wild fires pose the greatest risk to those who are unprepared or attempting to flee an impending wildfire too late. To help reduce this risk the Palm and Hollister Apartments will employ the “Ready, Set, Go!” This guide will be the cornerstone of a strong education program focused on residents and implemented by the developer, the property manager, and/or the SDFRD. The “Ready, Set, Go!” information detailed below

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

would be provided to tenants at lease establishment and at lease renewal via a flyer and annual evacuation education to tenants and employees.

In order to ensure that evacuation preparedness information is disseminated to those subjected to the impact of wildfire, the program The focus of the program is on the public's awareness and preparedness, especially for those living in the wildland urban interface areas. The program is designed to incorporate the local fire protection agency as part of the training and education process in order to ensure that evacuation preparedness information is disseminated to those subjected to the impact from a wildfire. Most fire safety experts agree that this program provides for the greatest level of survivability from a wildfire.

"Ready, Set, Go!" is predicated on the understanding that the greatest potential for injury or death as a result of a wild fire is unpreparedness or attempting to flee an impending fire too late (such as when the fire is physically close to your community or location). This national program was developed and managed by the International Association of Fire Chiefs (IAFC) and empowers fire departments to engage the residents they serve in wildland fire community risk and hazard reduction. SDFRD has partnered with IAFC and CAL FIRE to create and adopt the Ready, Set, Go! Wildland Fire Action Guide¹⁹. The components of *"Ready, Set, Go!"* are explained below:

1. **Ready – Preparing for the Fire Threat:** *The residents, guests and employees must prepare long before the threat of a wildfire. Conduct informational meetings, disseminate the evacuation plan to all residents and guests. Assemble emergency supplies and belongings in a safe spot. Know the evacuation plan and the escape routes. Make sure all individuals within the area are 'on the same page' in commitment to advance preparation.*
2. **Set – Situational Awareness When a Fire Starts:** *Pack vehicle(s) with emergency items. Stay aware of the latest news from local media and the local fire department for updated information on the fire and perform the following:*
 - ✓ *Close all windows and doors that lead outside to prevent sparks from entering the house.*
 - ✓ *Close all doors within the house in case the house does catch on fire; this will slow down the spread of the fire from room to room.*
 - ✓ *Move all combustible materials in the home away from windows to prevent the possibility of heat from a fire radiating through windows and glass doors and catching flammable materials inside the home on fire. This includes drapes, curtains and furniture.*
 - ✓ *Close all Venetian blinds or noncombustible window coverings.*
 - ✓ *Turn on the lights in each room, porch, and yard. This aids in visibility when the smoke gets thick and darkens the sky.*
 - ✓ *Fill all sinks, bathtubs and buckets with water in case the power goes out.*
 - ✓ *Shut off any gas valves within the townhouse or outside.*
 - ✓ *Open the damper on fireplaces, if installed, to stabilize inside/outside pressure, but close fireplace screens to keep sparks from igniting the house.*
3. **If an Evacuation Is Ordered – Go – Leave early!** *Follow instructions by the San Diego Fire Rescue Department or other emergency personnel. In the event of a mandatory evacuation, emergency personnel may notify residents and guests by loudspeaker, Alert San Diego, or the Red Flag Alert Program system.*

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

The project will follow the *Ready, Set, Go!* Model to evacuate early. Incident command officials and law enforcement will trigger an early and/or phased evacuation to avoid issues such as intersection queuing backups and any conflict with incoming fire apparatus and emergency vehicles. If a fire is too close to the development and considered unsafe to evacuate, temporary refuge or shelter-in-place may be directed by the Incident Command and law enforcement. This Safety Zone is the aforementioned Leasing Office which provides a safe refuge in a building designed to hold occupants during a fire or other emergency when evacuation may not be safe or possible. It is incumbent on residents to prepare their own *Ready, Set, Go!* evacuation plans and become familiar with the best available routes for them to use in the event of an emergency evacuation.

Having an Evacuation Plan provides information necessary to protect life and property. The key to any effective Evacuation Plan is the dissemination of early warnings and useful information. Regional or community evacuation plans can be supported through a number of early warning and information programs. In addition to the information provided by radio and television stations, and the internet, there are several other significant systems available to keep residents, guests and employees informed about wildfire incidents and evacuation procedures.

- Alert San Diego is a free mass notification system for residents and businesses within San Diego County impacted by, or in danger of being impacted by, an emergency or disaster. Alert San Diego provides urgent notifications about local emergencies by phone, email, and/or text message to residents of the City of San Diego and throughout San Diego County. Additionally, Accessible Alert San Diego provides emergency notifications to residents of San Diego County who are deaf, hard of hearing and deaf/blind. Both systems require the individual resident to register their cell phones, 9-1-1 landline phone numbers are already entered into the system.
- Local TV and radio news outlets in San Diego have agreed to broadcast during traffic and weather segments, the Red Flag situation. A Red Flag Warning is the highest alert. During these times, extreme caution is urged by all residents because a simple spark can cause a major wildfire. A Fire Weather Watch is one level below a warning, but fire danger is still high.
- Finally, emergency personnel may also ride through neighborhoods announcing voluntary or mandatory evacuation through loudspeakers or some communities have sirens such as used for tornadoes in the Midwest.

Annually, the owners and property managers will meet with the appropriate officials of the SDFRD to develop any updates to the Evacuation Plan and to distribute those updates, as necessary. For convenience, the Evacuation Plan, *Ready, Set, Go!*, and the sheltering locations may be reviewed during the annual fire inspection conducted by the SDFRD. It is the intent of this plan for the development manager to schedule, advertise, and fund the cost of the fire safety educational forums conducted by the SDFRD for all residents and management personnel at least annually.

Other means to keep up awareness during fire season or times of high fire danger can include newsletters, fire danger signs at the road entrance indicating the fire danger that day, and notices on bulletin boards especially during red flag warnings.

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

VIII. CONCLUSION

The **Evacuation** Plan for the Palm and Hollister Apartments project analyzed the impacts on the project on the following items:

- **The capacity of roadways to accommodate project and community evacuation and simultaneous emergency access.** The Palm and Hollister Apartment project will have a single access road based on the proposed construction of 198 apartment units. The project will utilize the existing roadway access point at Palm Avenue. The onsite roads will be constructed to meet California Fire Code Section 503, Fire Department Access Roads including dimensions such as turning radius and vertical clearance. The fire access roads shall also be designed to support the loads imposed by fire apparatus, not less than 75,000-pounds, the road surface shall be an all-weather surface. These features will provide satisfactory access for emergency apparatus while allowing simultaneous egress of guests and visitors, based on the under-capacity status of the evacuation routes to either the Ocean View Church or the South Bay Plaza shopping center. (See Table 1, *Existing Roadway Capacity for the Palm and Hollister Apartments Evacuation Estimated Hourly Vehicle Capacities Routes.*) The limited impacts on emergency access will be less than significant.
- **Assessment of the timing for evacuation.** The local authorities are in change of issuing an evacuation order; however, this plan identified several measures that would reduce the time and confusion associated with an emergency evacuation. Emergency preparedness will be addressed at the time of rental of a unit, with handout material being presented and discussed with the tenants. Tenants will be encouraged to sign up with Alert San Diego in order to receive quick and accurate evacuation information by phone. Evacuation route signs will be posted within the apartment complex to reduce the immediate route confusion. An annual meeting will be held to review evacuation and shelter in place plans with tenants. These efforts will reduce the overall time needed to safely evacuate the apartment complex. Based on ~~the number~~ the number of new cars the project would create and the roadway capacity by direction, it would take between approximately seven minutes and 27 minutes to evacuate all the new residents of Palm and Hollister Apartments in an emergency evacuation notification. (~~See Table 2, Evacuation Plan and Routes.~~)
- **Identification of alternative plans for evacuation depending upon the location and dynamics of the emergency.** Shelter-in-Place has been discussed as an alternative to evacuation of the Palm and Hollister Apartments, based on the nature of the emergency and the time allowed to completely evacuate the complex. (See Section VI, Shelter-in-Place Plans, Subsections A and B.) Any evacuation plan must be prepared for emergencies where time does not allow for the safe evacuation of all tenants, guests and on-site workers. The SIP concept identified a collection location capable of supporting the estimated number of persons that might potentially need to be sheltered. The SIP location would be designated on maps distributed to tenants and posted on community bulletin boards.

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

Additionally, two primary evacuation routes were also reviewed for the immediate evacuation of the Palm and Hollister Apartments. Westbound traffic would exit by turning right onto Palm Avenue and then passing under the I-5 Freeway. A right turn at Saturn Boulevard would lead to the Home Depot store in the South Bay Mall, a drive of 0.68 mile. A left turn on Palm Avenue would lead to the Ocean View parking lot, a drive of less than approximately 7.1 minutes. (See ~~Table 2, Evacuation Plan and Routes.~~)

- **Evaluation of the project's impact on existing evacuation plans.** Consideration of the effects that the Palm and Hollister Apartments project will have on existing evacuation plans determined that there are no current site-specific evacuation plans for sites in the area. The two projects in the planning stage in the vicinity – the Palm MTS Project and the Salt Bay Design District – have yet to publish any evacuation plans. The City did not require an Evacuation Plan for the Bella Mar project located on a vacant site across Hollister Street from the Palm and Hollister Apartments site. The projects have yet to prepare evacuation studies to compare the cumulative effects of these projects with the Palm and Hollister Apartments. None-the-less, the transportation facilities identified in the adopted Otay Mesa-Nestor Community Plan (City of San Diego 2014) would provide emergency access and evacuation routes within the community.

The Palm and Hollister Apartments Evacuation Plan includes an estimate of evacuation times based on evacuation routes studied in this document. Table 1, *Roadway Capacity for the Palm and Hollister Apartments Evacuation Routes*, shows the estimated number of new vehicles the project would add to the existing roadways, the capacity of the primary evacuation routes, and if the roadways had the capacity during an emergency to support additional traffic that the evacuation of the Palm and Hollister Apartments would add to the existing traffic. As shown in Table 1, the additional traffic generated by the evacuation of the Palm and Hollister Apartments on existing roadways would remain under the determined capacity of the roadways.

The timing of either an Evacuation Warning or an Evacuation Order is based on the threat to life and property. During an Evacuation Warning of impending danger, people have time to gather important items for family and pets. During an Evacuation Order, there is an immediate threat to life and property and people need to leave quickly. The timing of Evacuation Warnings or Evacuation Orders will be made by on-scene Incident Commanders or other Emergency Service personnel based on the anticipated or present danger.

The Evacuation Time/Route review shown in Table ~~24, Evacuation Time / Routes~~Calculation, demonstrates the impact on evacuation times under Opening Year and Opening Year Plus Project scenarios. The Project evacuation scenario results in a worst case calculated 1.03 hours or 61.9 minutes travel time to fully evacuate all evaluated populations near the project site. With the Project, there is an increase in the calculated evacuation travel time of up to 6.75 minutes for both evacuation routes. It may be noted that both evacuation sites have similar distances from the project site.

~~under three different scenarios. The first estimated evacuation time was completed for existing traffic conditions and showed that it would take current traffic 1.4 minutes to travel to the Home Depot parking lot at the South Bay Mall from the project driveway. Traffic from the same location~~

PALM AND HOLLISTER APARTMENTS EVACUATION/ PLAN

~~to the Oceanview Church would take less than 1/2 minute. The second scenario created evacuation time estimates based on current traffic volumes with the addition of only the Palm and Hollister Apartments vehicles. The evacuation time to Home Depot would increase to 5.5 minutes, approximately four minutes longer than traffic without the project. The evacuation time to the Oceanview Church would increase to 1.5 minutes with the increased traffic volume from Palm and Hollister Apartments project, an increase of just over one minute. The third evacuation time scenario estimated the evacuation time required for the current traffic volumes, traffic from the Palm and Hollister Apartments, and the increased traffic volumes from the Bella Mar Apartments and the MTS Transit Oriented Development. The estimated evacuation time for traffic from the combined projects in addition to current traffic volume to the Home Depot parking lot would increase to 26.9 minutes for the 0.68-mile drive. The evacuation time to the Oceanview Church would increase to 7.1 minutes for the 0.18-mile drive.~~

The estimated evacuation times demonstrate the importance of individual and family preparedness coupled with the training and information provided by the Palm and Hollister Apartments management in making a safe evacuation under difficult circumstances. An understanding of evacuation principles and being connected to early warning systems will reduce the time needed to prepare and evacuate to a safe location.

- **Consideration of the adequacy of emergency access, including the project's proximity to existing fire services and the capacity of existing services.** Section V. *Project Analysis*, reviewed the location of SDFRD stations and fire resources. SDFRD resources will be able to meet the City's "Standard of Coverage" by having fire resources arrive on scene within six minutes and 30 seconds. Two fire stations, Fire Station 30 and Fire Station 6, are located within the project area and are capable of meeting the SDFRD standards for response. The increased number of dwelling units will result in a very slight increase in response demand for fire and EMS protection. The increase in demand will have a less than significant impact on emergency responses without requiring additional facilities or fire apparatus. The ability for neighboring fire resources to respond immediately to calls for service through the use of "Boundary Drop" will also improve fire apparatus response times to the project.

The project could slightly increase the calls for service by the San Diego Police Department that is covered by the SDPD Southern Area Police Station. According to Police Chief David Nisleit, "response to life-threatening emergency calls in 7-minutes or less is the department's highest priority and the department is meeting this requirement." the slight increase would not require the construction of new facilities or increasing staffing levels. Therefore, the impact on the SDPD would be less than significant.

Management of the Palm and Hollister Apartments shall be responsible for the following:

- Educate residents and employees of the principles of *Ready, Set, Go!* as outlined in Section VII. *Emergency Preparedness* via an annual flyer (mailed to residents and posted in the Recreation/Leasing Office), and follow said principles.

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

- Provide sign-up information to all residents and employees for Alert San Diego, and Accessible Alert San Diego and the Red Flag Alert Program via an annual flyer as outlined in Section VII. *Emergency Preparedness*
- Educate residents and employees of the importance of this Evacuation Plan and its exit routes via an annual flyer.
- Conduct educational sessions with residents, employees and the SDFRD annually.
- Install and maintain Emergency Evacuation Signs.
- Post maps of the roadway system on bulletin boards in the Recreation/Leasing Office showing the Palm and Hollister Apartments evacuation routes within the surrounding area and provide a copy to guests when a Fire Weather Watch or Red Flag Warning is issued by the National Weather Service.
- Disseminate copies of this Evacuation Plan to all residents during lease agreement establishment and renewal.
- The evacuation route would be posted on a bulletin board in the leasing office and evacuation route signs located within the project directing occupants and guests to the evacuation route.
- Evacuation and shelter-in-place plans would be reviewed with new occupants by management personnel.
- Maintenance responsibilities include removal of dead and dying materials from premises, and maintaining all fire assemblies, emergency lighting and fire extinguishers
- Installation of Class A roofing materials, which are effective against severe fire test exposures, was required to decrease flame penetration, flame spread and the generation of embers from roofing materials²⁰. Management will be required to maintain the roof assemblies to the current building construction standards
- Educate residents on maintaining Zone 0 (0-5-foot boundary directly adjacent to structure)

These measures would minimize the risk of a wildland fire on occupants, guests, management personnel and structures. Overall, the project would not result in a significant exposure of people or structures to a significant wildland fire risk.

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

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RSG@iafc.org

PALM AND HOLLISTER APARTMENTS

EVACUATION/ PLAN

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Attachment A – Easement Document 1

RECORDING REQUESTED BY
AND
WHEN RECORDED MAIL TO:

San Diego Metropolitan Transit System
Attn: Manager of Real Estate Assets
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

NO FEE DOCUMENT
Government Code §6103 & §27383

DOC# 2023-0057398



Mar 07, 2023 09:34 AM
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SAN DIEGO COUNTY RECORDER
FEES: \$278.00 (SB2 Atkins: \$225.00)

PAGES: 14

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DTT \$0

APNs: 628-050-49-00, 628-051-11-00, 628-051-10-01
MTS Doc. No. S200-23-805

PEDESTRIAN EASEMENT AGREEMENT

This Easement Agreement (Easement) is made by and between SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY, a Nevada non-profit corporation (Grantor), and D.I.M.E. HOLLISTER LLC, a California limited liability company (Grantee), with reference to the following:

RECITALS

- A. Grantor owns that certain real property as described in File/Page No. 77-251950 recorded on June 24, 1977 and File/Page No. 79-434063 recorded October 17, 1979 in the Office of the County Recorder of said County of San Diego (Grantor's Property).
- B. Grantee owns that certain real property commonly known as 555 Hollister Street, San Diego, CA 92154, as San Diego County Assessor Parcel Number 628-050-25 and more particularly described in the QUITCLAIM/DEED OF TRUST recorded on September 6, 2019, as document number 2019-0409375 in the Office of the County Recorder of said County of San Diego (Grantee's Property).
- C. This Easement is granted pursuant to that certain agreement between D.I.M.E. HOLLISTER LLC, a California limited liability company, SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD, a California public agency, and SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY, a Nevada non-profit corporation, entitled "PALM AVENUE TROLLEY STATION ACCESS AND UTILITY AGREEMENT" to be executed by the parties.

NOW, THEREFORE, in consideration of the promises set forth in this Easement and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee hereby agree as follows:

- 1) Grant of Easement. Grantor hereby grants to Grantee a perpetual non-exclusive easement for pedestrian access to and from Palm Avenue to Grantee's Property across the existing sidewalk within

First American Title Company has recorded this instrument by request as an accommodation only and has not examined it for regularity and sufficiency or as to its effect upon the title to any real property that may be described herein.

the location described and shown on Exhibit "I", attached hereto and incorporated within (Easement Area).

- 2) Shared Use. Grantor and Grantee agree that the Easement is to be utilized by both Grantor and Grantee so long as Grantor's use may not conflict with Grantee's material use of the Easement as described in Section 1.
- 3) Modification and or Relocation of Easement Area and Sidewalk. Grantee agrees that the Easement Area and sidewalk will be modified to accommodate Grantor's transportation and site development needs. Grantor's modification of the Easement Area (a) shall not sever or interrupt the pedestrian connection between Grantee's Property and Palm Avenue; and (b) shall maintain compliance with the Americans with Disabilities Act rules, regulations and guidelines for pedestrian access.
- 4) Grantee's Maintenance of Easement Area. Grantor grants Grantee the right to maintain the sidewalk in the Easement Area to comply with Americans with Disabilities Act rules, regulations and guidelines for pedestrian access, so long as Grantee's maintenance does not interfere with Grantor's use of the Easement Area. Grantee agrees to obtain and comply with the terms of Grantor's Right of Entry Permit, in substantially the same form as attached in Exhibit "O", before performing any maintenance within the Easement Area.
- 5) No Right to Encumber. Grantee acknowledges and agrees that none of the uses and rights described in Section 1 convey the right to Grantee to encumber Grantor's Property via grants of easements, licenses, permits or any other similar instrument to a third party.
- 6) Grantor's Reservations.
 - a) Grantor reserves the right to utilize the land in, upon, over, and across Easement Area for any and all uses so long as Grantor's use does not conflict with Grantee's material use of the Easement for access to Grantee's Property.
 - b) Grantor reserves the right to grant future easements, licenses or similar agreements in, upon, over, and across Easement Area to other parties so long as use of future easements, licenses or similar agreements do not conflict with Grantee's material use of the Easement for access to Grantee's Property
- 7) Liens. Grantee shall not suffer or permit to be recorded or enforced against the Grantor or any part thereof any mechanic's, materialman's, contractor's, or similar lien, or any claim for damages.
- 8) Indemnification. Grantee shall defend, indemnify and hold Grantor harmless from and against any and all costs, claims, damages, demands, injuries, liabilities, liens, and obligations asserted by Grantee and/or its agents, employees, contractors, residents, residents' guests or any other persons utilizing the Easement Area for the purposes of accessing Grantor's Property.
- 9) Binding on Successors and Assigns. This Easement shall be binding upon and inure to the benefit of successors, heirs, executors, administrators, permittees, licensees, agents or assigns of Grantor and Grantee.

IN WITNESS WHEREOF, Grantor and Grantee have signed and executed this instrument this 16th
day of February, 2023.

Grantor:

SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY, a Nevada non-profit corporation

By: Sharon Cooney
Name: Sharon Cooney
Title: President

Grantee:

D.I.M.E. HOLLISTER LLC, a California limited liability company

By: [Signature]
Name: DANIEL A. HERNANDEZ
Title: GENERAL MANAGER

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Diego

On February 16, 2023 before me, Dalia Gonzalez, Notary Public
(insert name and title of the officer)

personally appeared Sharon Cooney,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Handwritten Signature] (Seal)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document

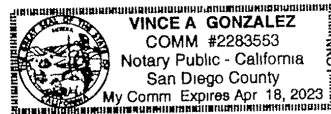
STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)

On FEBRUARY 15, 2023, before me, VINCE A. GONZALEZ, Notary Public, personally appeared DANIEL A. HERNANDEZ, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of CALIFORNIA that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature V. AG (Seal)



A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document

STATE OF _____)
COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of _____ that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT "I"

DESCRIPTION FOR APN 628-050-49-00, 628-051-11-00, 628-051-10-01 PEDESTRIAN ACCESS EASEMENT (SD&AE AND MTS)

THAT PORTION OF THE WEST HALF OF THE SOUTH THREE-QUARTERS OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, AND THE NORTH HALF OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 18 SOUTH, RANGE 2 WEST, SAN BERNARDINO MERIDIAN IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS

THE EASTERLY 25 00 FEET OF THE WESTERLY 128 00 FEET OF SAID WEST HALF OF THE SOUTH THREE-QUARTERS OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOGETHER WITH THE NORTHERLY 9 00 FEET OF THE EASTERLY 80 00 FEET OF THE EASTERLY 183 00 FEET OF SAID NORTH HALF OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22.

CONTAINING 25309 SQUARE FEET (0 575 ACRES), MORE OR LESS



PRELIMINARY

Gary D. Mellom

GARY D. MELLOM, PLS 8537

12/09/2022

DATE

PASCO LARET SUITER
& ASSOCIATES
San Diego | Encinitas | Orange County
Phone 858.259.8212 | www.plsaengineering.com

JN 3272

PEDESTRIAN ACCESS
EASEMENT

SHEET 1 OF 2

Attachment B - Easement Document 2

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AND
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San Diego Metropolitan Transit System
Attn: Manager of Real Estate Assets
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

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APN 628-050-60
MTS Doc. No. G2704.0-23

DTT \$0

EASEMENT AGREEMENT

This Easement Agreement (Easement) is made by and between SAN DIEGO METROPOLITAN TRANSIT SYSTEM, a California public agency (Grantor), and D.I.M.E. HOLLISTER LLC, a California limited liability company (Grantee), with reference to the following:

RECITALS

- A. Grantor owns that certain real property commonly known as San Diego County Assessor Parcel Number 628-050-60 and more particularly described in the Final Order of Condemnation, filed December 29, 1981, as document number 81-405156 in the Office of the County Recorder of said County of San Diego (Grantor's Property).
- B. Grantee owns that certain real property commonly known as 555 Hollister Street, San Diego, CA 92154, as San Diego County Assessor Parcel Number 628-050-25 and more particularly described in the QUITCLAIM/DEED OF TRUST recorded on September 6, 2019, as document number 2019-0409375 in the Office of the County Recorder of said County of San Diego (Grantee's Property).
- C. This Easement is granted pursuant to that certain Access and Utility Agreement between D.I.M.E. HOLLISTER LLC, a California limited liability company, SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD, a California public agency and SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY, a Nevada non-profit corporation, entitled "PALM AVENUE TROLLEY STATION ACCESS AND UTILITY AGREEMENT" to be executed by the parties.

First American Title Company has recorded this instrument by request as an accommodation only and has not examined it for regularity and sufficiency or as to its effect upon the title to any real property that may be described herein.

NOW, THEREFORE, in consideration of the promises set forth in this Easement and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee hereby agree as follows:

- 1) Grant of Easement. Grantor hereby grants to Grantee the following, in the location described and shown on Exhibit "H", attached hereto, and incorporated within (Easement Area):
 - a) a perpetual non-exclusive easement to construct, operate and maintain a sidewalk and road for pedestrian and vehicular access to and from Palm Avenue to Grantee's Property.
 - b) a perpetual non-exclusive easement to construct, operate and maintain sewer, water, storm drain, electrical, gas and communication lines to and from Palm Avenue to Grantee's Property.
 - c) a perpetual non-exclusive easement to construct, operate and maintain landscaping, irrigation, and drainage system to and from Palm Avenue to Grantee's Property.
 - d) a perpetual non-exclusive easement to construct, operate and maintain signage, including directional signage within certain portions of the Easement Area.
- 2) Right of Entry Permit. For installation, construction and maintenance of Grantee's improvements in the Easement Area, Grantee agrees to obtain and comply with the terms of Grantor's Right of Entry Permit in substantially the same form as attached in Exhibit "O".
- 3) Use of Grantor's Property Immediately Adjacent to Easement Area. Grantee may temporarily use Grantor's Property immediately adjacent to the Easement Area for construction and maintenance of the road so long as Grantee's construction and maintenance plans are approved by Grantor and Grantee's use does not unreasonably interfere with Grantor's use and enjoyment of Grantor's Property. Grantor's approval of Grantee's construction and maintenance plans shall not be unreasonably conditioned, withheld or delayed. Upon completion of construction and maintenance activities, Grantee shall immediately cause the area adjacent to the Easement Area to be restored to a condition equal or better than before Grantee's use.
- 4) Shared Use. Grantor and Grantee agree that the Easement is to be utilized by both Grantor and Grantee so long as Grantor's use may not conflict with Grantee's material use of the Easement as described in Section 1.
- 5) No Right to Encumber. Grantee acknowledges and agrees that none of the uses and rights described in Section 1 convey the right to Grantee to encumber Grantor's Property via grants of easements, licenses, permits or any other similar instrument to a third party.
- 6) Grantor's Reservations.

- a) Grantor reserves the right to utilize the land in, upon, over, and across Easement Area for any and all uses so long as Grantor's use does not materially conflict with Grantee's use of the Easement for access to Grantee's Property.
 - b) Grantor reserves the right to grant future easements, licenses, or similar agreements in, upon, over, and across Easement Area to other parties so long as use of future easements, licenses or similar agreements do not materially conflict with Grantee's use of the Easement for access to Grantee's Property.
 - c) Grantor agrees that any future easements, licenses or similar agreements granted by Grantor pursuant to this Section 5 shall not interrupt the continuous ingress and egress to and from Palm Avenue to Grantee's Property; (ii) there shall be no unreasonable disruption of services provided by the utilities installed by Grantee in the Easement Area and (iii) any temporary disruption in the use and benefit of the Easement Area must be agreed to by Grantee, which agreement shall not be unreasonably withheld.
- 7) Liens. Grantee shall not suffer or permit to be recorded or enforced against the Grantor or any part thereof any mechanic's, materialman's, contractor's, or similar lien, or any claim for damages.
 - 8) Indemnification. Grantee shall defend, indemnify, and hold Grantor harmless from and against all costs, claims, damages, demands, injuries, liabilities, liens, and obligations asserted by Grantee and/or its agents, employees, contractors, residents, residents' guests, or any other persons utilizing the Easement Area for the purposes of accessing Grantor's Property.
 - 9) Binding on Successors and Assigns. This Easement shall be binding upon and inure to the benefit of successors, heirs, executors, administrators, permittees, licensees, agents or assigns of Grantor and Grantee.

IN WITNESS WHEREOF, Grantor and Grantee have signed and executed this instrument this 16th day of February 2023.

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM, a public agency

By: Sharon Cooney
Name: Sharon Cooney
Title: Chief Executive Officer

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Diego

On February 16, 2023 before me, Dalia Gonzalez, Notary Public
(insert name and title of the officer)

personally appeared Sharon Cooney,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.


I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature  (Seal)



D.I.M.E. HOLLISTER LLC, a California limited liability company

By: 
Name: DANIEL A. HERNANDEZ
Title: GENERAL MANAGER